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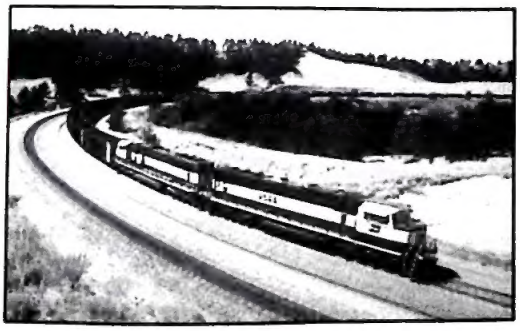

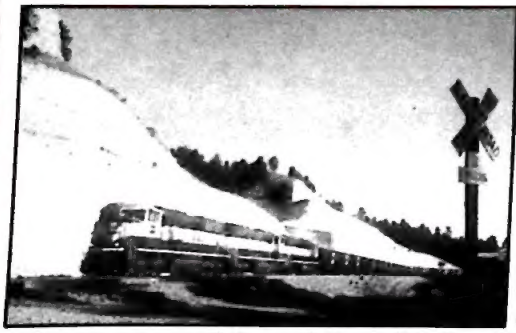

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FUJICHROME: DAVID J. MERIDEW

KODACHROME: IAN SMITH

THE *WEST COAST EXPRESS* began operating between Mission and Vancouver, B.C., on November 1, 1995. Several of the service's Bombardier bilevel cars were poised at Mission (**right**) on October 29. The first of five F59PHI's shipped was the 901, which was westbound near Evansburg, Alta., on October 12 coupled between VIA F40PH's (**above**) during its delivery run on the head end of the *Canadian*. See RAILNEWS.

Railnews

COLOR PRINT: GEORGE R. COCKLE

UP AC4400CW 6839 was at Council Bluffs, Iowa, (**left**) on November 11. It's among 50 units (6838-6887) which represent UP's first production order for the big a.c. traction GE super cabs. They're scheduled to pass through the North Platte Shops for installation of UP's Distributed Power remote-control equipment (July 1995 RAILNEWS) and will initially be used in unit coal train service. Also due to arrive soon on the UP are AC6000CWs 7000-7009.

EKTACHROME 64X PROFESSIONAL: ED KAMINSKI

KODACHROME: GEORGE MELVIN

NEW BRUNSWICK SOUTHERN now has eight former SP GP9s which were rebuilt by Omnitrax Equipment of Loveland, Colorado. On October 1, the 3760 was on trackage of NBSR sister Eastern Maine Railroad at Brownville Jct. See RAILNEWS.

NEW ENGLAND CENTRAL has adopted a new company herald, which was first applied to the nose of GP38AC 9520, photographed on October 12 (**left**) with Train 323 at Hall's Siding in Bellows Falls, Vt. Nitpickers will note that the stylized diesel depicted in the herald does not have a nose herald of its own.

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From the Publisher's desk: Old Timetables

Bumble Bee, Arizona, is an abandoned mining town located on the dirt road known as the Old Black Canyon Highway some 50 miles north of Phoenix and consisted of a general store, abandoned schoolhouse, bungalow and six small cottages, one once a post office. There were also sheds, privies and a gold mine. Charlie Penn *bought* Bumble Bee in 1956 and moved there with his wife, Helen. Penn was publisher of RAILROAD MODEL CRAFTSMAN and TOY TRAINS, sister publications of RAILFAN & RAILROAD. Back in 1956 I drove Penn's new station wagon to Arizona via Alamosa, Chama and other railroad points. While in Bumble Bee we drove to nearby Mayer and Crown King, situated in the mountains behind Bumble Bee.

In addition to gold, the mountains of Arizona were loaded with other valuable ores and minerals which brought the railroads. One spur of the Santa Fe headed 60 miles south from Prescott to Mayer and on to Crown King, with another spur running eight miles from Poland Spring to Poland. At the time of our visit the line was long gone, and one tunnel near the summit was partially collapsed. No ties or spikes were to be seen, although the right-of-way was intact. Particularly noticeable features were the switchbacks on the steep grades. Crown King still had a few weathered buildings and an equally weathered cemetery. Presumably it was once a bustling rail terminus.

Santa Fe's March 1913 system map reveals two mixed trains running three times weekly. Number 25 left Prescott at 7:40 a.m., arriving at Crown King at 12:15 p.m. Number 27 left Prescott at 9:15 a.m., arriving in Poland at 1:10 p.m.. Return trips were made the same day, arriving in Prescott at 4:15 p.m. and 5:35 p.m. Patrons from Prescott to Mayer had daily except Sunday service available to them.

Old public timetables are full of fascinating data, and they turn up frequently at train meets, auctions and antique shops. Most are affordable at prices starting at about $3.00 and averaging $10.00 to $20.00 for more desirable pieces — but expect to pay more for really juicy pieces wanted by more fans.

One of my favorite pieces is an 18½"×24" Tonopah & Tidewater Railroad timetable dated May 13, 1923, including trains of the Bullfrog Goldfield Railroad and Santa Fe connections. The timetable has on its reverse side a detailed map of this Nevada short line with roads, camps, mines and elevations.

You can start your timetable collection at no cost with current Amtrak, VIA and transit system schedules. Then hunt for such elusive raries as the Canadian Government Railways; Intercolonial Railway; Buffalo, Rochester & Pittsburgh; Lehigh Valley and a 1911 Lackawanna piece bragging about the new concrete cutoff. You might even find coastal and river steamer timetables and early airline schedules which often connected with railroads.

RAILFAN & RAILROAD

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Cover

It's the corner of Railroad Street and Ridge Road just south of Reinholds, Pennsylvania, on October 1, 1995, as a GP38-2 and a Geep make their way south on Conrail's "Akron Secondary." Beginning on page 48, Bob Wanner gives us a look at this picturesque Pennsylvania Dutch line that was the Reading Company's Reading & Columbia branch. Fuji Velvia by Jim Boyd.

About four weeks later, on October 29, *Daylight* 4449 is hustling five cars of revenue freight and a restored SP caboose on the Portland & Western's Stimson Branch. The 4449's caretaker and engineer, Doyle McCormack, tells about the ten days of 1995 action beginning on page 38. Kodak Professional PMC 400 color print by Jack Wheelihan.

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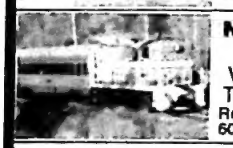

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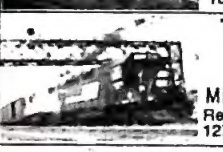

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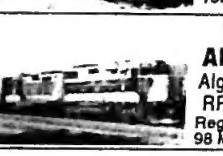

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Fanmail

Virginia & Truckee memories

Boy, oh boy! Did you bring back a flood of memories with Bob Willey's V&T article.

We moved to Reno a year after Mr. Willey was there, but it hadn't changed much. We lived half a block from the V&T, and when my brother and I heard the train coming we would run down to the corner and watch it go by. I'll never forget the first time I saw the McKeen car, which looked like something right out of Jules Verne.

We rode down to Carson City once after we had been there a while, behind the same two coaches shown at the top of page 46. As I recall, we had engine No. 27, there were about three other people in the coach at the time, the windows were dirty, the track was pretty rough and the train never got above about 25 m.p.h. We stayed in Carson while the train went on to Minden, and there wasn't a whole lot to do while we waited for him to return. In those days Carson City was a sleepy little town with virtually no casinos, and the V&T fit right in.

My brother and I got so we could tell which engine was being used by the sound of the whistle. All three engines in use then (25, 26 and 27) had different whistles. The one on 26 was always my favorite — it had a quavering hoot, much like the Norfolk & Western. Engine 27's was very melodious, and 25's was flat and hoarse-sounding. Leaving or entering Reno, the engineer blew for every cross street, a ritual which set all the dogs in the neighborhood to howling. The McKeen car had a weak little horn that could be heard only a block or so — it sneaked up on us more than once!

I was nine years old when we moved to Reno, but I can truthfully say that the V&T made a railfan out of me.

BRUCE L. BATTLES
Menlo Park, Calif.

Diesel data mixups

I see there is some incorrect locomotive data in the December 1995 issue, page 37, news report on the Indiana Railroad. Their SD35 was built as ACL 1017, and it then became SCL 1917. The C&O SD18s were never CSX 1070-1088, and the 7300-series were C&O numbers, but never used on CSX.

On page 43, the shipyard also had another Porter of the same size as 65-00328, it was 65-00329. Both units were still there during January 1987. The 65-ton GE 65-00308 is actually the second of this number for the Navy — its background is not known. The first 65-00308 was an 80-tonner (b/n 31325 12/51) built new for the Navy — it was sold to a dealer and became the Owens Illinois 8156 in Wisconsin. I have pictures of both 65-00308s.

In the KB&S roster on page 53, the 308 was lettered for Wisconsin Central in an action view I have shot during July 1995 on the KB&S. Therefore, the former-GB&W units on the roster should show as being last owned by WC. KB&S RS11 318's builder's number should read 83583.

KENNETH M. ARDINGER
Port Orchard, Wash.

Hey, Porter

Reading Nelson Lawry's "It's Government Work" in the December 1995 issue filled me in on some background on the Naval Shipyard's two Porter center cabs, one of which, 65-00329, is now running on our Catskill Mountain Railroad as number 29. She had been rebuilt with Cummins engines, circa 1977, and when sidelined in 1987 (last periodic on cab card 2/12/87), the meters only showed 750 hours. We acquired her August 10, 1989, and I, personally, have put quite a few hours on the meters since then.

Nelson's article calls them 45 tonners. Shipyard records and the cab card show 50 tons. We hired a heavy hauler to deliver No. 29 to Phoenicia, N.Y., after I had backed her up a ramp built by Earl Pardini and Al Howes onto a flatbed trailer.

CARL M. LATHROP
Shokan, N.Y.

New England Central

I enjoyed "Action on the New England Central" in the December 1995 issue. My wife and I rode the *Vermonter* in October. The crew was friendly and the train close to on time. Our southbound trip had 212 passengers when we left Palmer, Mass.

The cab car at one end of the consist allows "push-pull" operation between New Haven and Palmer. When we arrived at New Haven, the AEM-7 electric was cut off, and the replacement F40PH was added at the rear. This allows the F40PH to be in the lead when the train reverses direction to continue north on the New England Central

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at Palmer. Because of this change of direction at Palmer, seats in one half of the Amcoaches are faced forward, with the seats in the other half facing backward. The crew north of Springfield told passengers about the change of direction at Palmer, and it looked to me that if anyone was truly uncomfortable riding backwards they would be able to change seats.

On our northbound trip on Sunday, October 8, we met southbound Train 57 at Amherst as scheduled. But in place of the cab car the southbound train had another F40PH, making for a truly unusual train with locomotives at each end.

WILLIAM ENGEL
Clinton, Ohio

Indiana's E9

Mention was made on page 38 of the December 1995 R&R that former-Milwaukee Road E8 number 36A now resides on INRD's property. Milwaukee never owned any 2250 h.p. E8s, but they did own 2400 h.p. E9s, receiving 18 units in 1956 and six in 1961 for a total of 24. The Milwaukee also owned two E6s and ten E7s of 2000 h.p.

TOM HELMS, VICE PRESIDENT
Milwaukee Road Historical Association
Arlington Heights, Ill.

Lehigh Valley memories

I'm a bit tardy in reading Carl Perelman's fine article "The Lehigh Valley in the Steam Era." Thankfully I witnessed that period while living along the Perth Amboy Branch during earlier years.

One cannot always encompass all important details, but overlooked was the fact that Lehigh Valley used Perth Amboy as the termination of its coal and freight traffic but never its through passenger trains. Instead, it made a direct link with the Pennsylvania Railroad at Metuchen, at a point known as "Perth Junction", sending them to and from that company's Exchange Place terminus in Jersey City. Shuttle trains carried the few passengers bent on reaching Perth Amboy.

With a new line intact east from South Plainfield, in 1891 through trains were rerouted to a better hookup with the Pennsylvania at West Newark while Perth Amboy Branch connections moved west to South Plainfield.

Remembered prior to discontinuance in 1934 was the last of branch passenger service, the gas-electric doodlebug which ran east from South Plainfield as train 410, its "fish horn" cutting the evening quiet about 8 p.m. I never did waken to its westerly return through Metuchen at 6:08 a.m.!

JOHN BRINCKMANN
Winchester, Va.

On Lehigh Valley and Pocono 1661

The November 1995 issue of R&R was full of good material which I enjoyed reading. At various places in its pages, I came upon some points which I would like to comment.

The extensive Lehigh Valley/Conrail material was well done and of special interest to me, particularly because I've done much writing about the LV. At the very beginning, I note that the writer apparently didn't know about the earliest railroad to become part of the LV, the Beaver Meadow Railroad chartered in 1830. Its first train load of anthracite ran in 1836 from Beaver Meadow to Penn Haven on the Lehigh River, then southward through East Mauch Chunk to a pier opposite Parryville, where the coal was transloaded into canal barges.

Turning now to Conrail, I was amazed that the extremely busy and congested LV main line across New Jersey now is single tracked to a good extent. To me, that line hardly deserves to be deliberately made into a bottleneck. I also had to chuckle a bit about Musconetcong Tunnel being unable to accommodate double-stacks. I recall Conrail patted itself on the back by putting in that permanent concrete floor which was praised to cut maintenance to the bone. But, little did they realize the future appearance of high double stacks. The Woodbourne connection between the (ex-Reading) Trenton Line and (ex-Pennsy) Trenton Cutoff was planned for quite a few years but apparently never jelled until the clearance problem came along at the tunnel.

In writing about the Bethlehem and Allentown area, your author said that the LV connected with the East Penn Branch of the Reading. Not so. This was the Bethlehem Branch of the Reading, long ago built as the North Penn, a name not used officially for many decades. Also, the piggyback yard on former LV tracks at Bethlehem is the old Calypso Yard, the interchange point between LV and Reading.

Now moving along to page 56, your writer says that LV made an Allentown connection with the North Penn Branch of the Reading. By now you probably have realized that this reference should be East Penn Branch which, in this case, retained its old name through the years. I might say that the Allentown and Bethlehem area was quite complicated in pre-Conrail times and, without proper study, anyone will definitely become lost.

It was very interesting to learn that the Milwaukee Road 261 masqueraded as a Lackawanna engine. However, a notable blunder occurred when they put No.1661 on this 4-8-4. Did not anyone know that the Lackawanna's highest numbered Pocono-type

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was the 1650? This means that Milwaukee 261 should have been renumbered 1651.

The 1661 was said to have hauled the 13-car excursion train up Clark's Summit hill unassisted. I would like to mention that DL&W 4-8-4 types were larger and more powerful. I once rode Train 47, the Binghamton milk job. This was the only DL&W train I ever saw that got no change of power and no helper at Scranton. The 4-8-4 had 28 empty milk cars — still wooden in those days — a steel baggage car and Boonton Line coach. Needless to say, she dragged uphill at a crawl, but she made it.

The remark about the short tenders on Lackawanna 4-8-4s brings up a very interesting point. Since the standard turntables were only 90 feet in length, and since DL&W was not about to afford new and longer ones, a minor miracle of excellent designing gave the 4-8-4s a total wheelbase that would fit onto existing turntables. This meant that tenders looked a bit short, yet their actual capacity was surprisingly large. Coal capacity was a quite adequate 26 tons, but the water was a bit low at 16,00[illegible] gallons.

BERT PENN[illegible]KER
Philadelphia, Pa.

Lackawanna "Pocono 1661" was invented by Pete Putman of Doylestown, Pa., the consultant who arranged the locations and props for the 20-minute movie that now plays in the roundhouse at Steamtown NHS. Knowing that the highest numbered Pocono was 1650, he chose 1661 because it retained the last two digits of the 261. As it turned out, Pete and his son Ross played key parts in the film. The reason the number 1651 wasn't used on the Binghamton trips was because Steamtown was promoting the fact that the "movie engine" was pulling that excursion. Since ticket sales dramatically increased with a Lackawanna-lettered engine, it's entirely possible that "Lackawanna-be" trips with your 1651 may sparingly occur in the future — after all, today's tourist steam roads are in show business. And you're right, those Lackawanna 1600s were remarkable locomotives that would have been much more famous on a bigger road — M.D.

Camera Bag

BY JIM BOYD

Making the Most of Winter

It's that time of year again, when the last of autumn's gold becomes rusty brown and trees take on a skeletal gray monotony — matched only by the gray skies of the short days. It's the time of year when I have to learn all over again how to expose for snow. It's the time of year when I'd really rather sort slides and write my next book and dream about the days when the world becomes warm and green again. It's winter.

But if you haven't gotten old and lazy like I have, winter can be a fun and challenging time to railfan. The ultimate in winter fanning is, of course, on one of these blistering clear, cold days right after a golly-whomper of a snowstorm, when white, fresh powder makes the whole world look like a Christmas card. Get out early before the fluff has melted and before the drifts have been cleared from the cuts and crossings. I vividly remember such a day 24 years ago when a set of D&H Century 628s was heading up the Erie Lackawanna out of Suffern, N.Y., and I caught them in screaming sunshine pushing an impressive "bow wave" of snow at 50 m.p.h. up the old Erie main at Harriman (page 56 of Don Ball's *America's Railroads: The Second Generation*). Even ordinary things like Amtrak F40s or corridor AEM7s take on a whole new persona in fresh snow under a blue sky.

Just don't take your light meter literally. The meter assumes that anything you point it at will be 20% gray, and a direct light reading off snow will end up with gray snow and black everything else. If you don't know what your exposure should be, find an object in the same lighting as your approaching train and take the reading off that, rather than the snow-covered scenery. The reflectivity of the snow will open up the shadows and may have an effect on the overall exposure, but it probably won't be more than a half stop more than the same scene without snow — the sun doesn't get any brighter (and, in fact, is lower and less bright in the winter) so the overall "bright daylight" exposure won't be all that much different from the snowless version.

Bright sunlight is easy. Take the exposure down about a half stop from normal, and you're usually safe. Grungy days are some-

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thing else, however. With an overcast sky and snow all over the place, you will have to much more specifically expose for the subject. The typical "raw" light reading will result in the standard winter underexposed image of gray snow and subject silhouettes.

The flat lighting of an overcast sky and reflectivity of the snow on the ground can open up all sorts of possibilities for interesting imagery, however. I recall an old Coca-Cola sign painted on a brick wall at Paris, Kentucky, with a red and yellow Frankfort & Cincinnati 70-tonner broadside behind it — the colors on the brick (from which I took the exposure reading) are vibrant, the 70-tonner is nicely exposed and the snow holds just a trace of tone to keep it from bleaching out completely white. Since the unit was sitting still at the time, I bracketed my exposures two stops in either direction at half-stop intervals but was delighted to find that the "primary" exposure from the light meter was the one that was right on the money. Because it looks south, against the sun, that shot would not have been possible in direct sunlight and wouldn't have worked nearly as well without the snow on the ground.

The rest of the photography from that day was horrid, especially when I tried to shoot up against the gray sky as the F&C train crossed the high steel trestle coming back into Frankfort. Particularly in snow, that basic rule of grubby day photography applies double: When in doubt, eliminate the sky by shooting down. Winter Corollary: Remember to take your light reading for the *subject* and not the snow-covered ground.

Another great winter exercise is to shoot in a snowstorm — a lazy snowfall with big, fluffy flakes is probably the most picturesque, and the effect can be enhanced by a long lens that will "compress" the atmospheric presence of the snow in the air. Again, however, you need to "out-think" your light meter and plan your exposure for the subject that you want properly rendered. One advantage of a snowfall is that once you've got the light reading, it's usually applicable in a 360-degree range because of the highly diffused quality of the light. You may want to go for a faster film in a snowstorm, because the overall light will probably be low and pushing the minimums of f-stops and shutter speeds for the middle-range films like Kodachrome 64 or Fuji Velvia.

So, if my little pep talk has had its effect, you'll accept the challenge of winter photography and go running around out there freezing your butts off while I sit home and sort my Lehigh & Hudson River slides of C420s in springtime Forsythia and fall colors and summer green — and, yes, in Maybrook in the snow.

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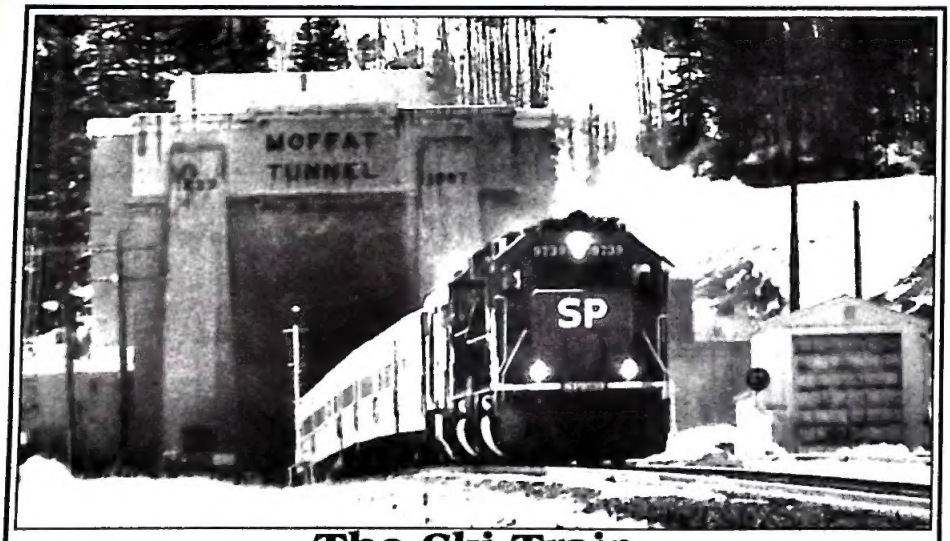

The Ski Train

By Steve Patterson & Kenton Forrest. For almost 60 years the Rio Grande Railroad and its successor Southern Pacific have operated ski train specials from Denver. Here is the whole story of how Colorado's billion-dollar ski industry started from passenger trains, and how and why the ski train is still serving today. The authors examine operations and equipment, and review other past and present North American ski trains. 8 1/2 x 11 format, 80 pages over 130 illustrations including 8 pages in color. Softbound **$16.95** (+2.00 shipping)

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

BRANSON, MISSOURI, January 12-15. Railroad Passenger Car Alliance 1996 Annual Conference at Lodge of the Ozarks, 3431 W. Highway 76. Evening trip on Branson Scenic Railway, seminars, vendor tables, entertainment and more. For details send SASE to: RPCA, c/o Branson Scenic Railway, 206 E. Main Street, Branson, MO 65616; or phone 417/334-6110.

BOSTON, MASSACHUSETTS, January 20. "Snowflake Special" chartered Amtrak train to the Berkshires with additional boarding in central Mass. Depart 8:30am, return 8pm. Optional sleigh rides and other seasonal activities. Adults $65, ages 5-12 $50, under 5 in lap free. Send SASE with payment to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

DUNSMUIR, CALIFORNIA, February 16-18. 3rd Annual Winter Railfair featuring walking tour, trackside events, working SP snowfighting equipment, operating turntable, swap meet, slide shows and more. For details contact: Visitor Services, Dunsmuir Chamber of Commerce, P.O. Box 17, Dunsmuir, CA 96025; 800/386-7684.

MIDDLETOWN, PENNSYLVANIA, February 17-18. "Winter Wonderland Express" on Middletown & Hummelstown Railroad. Depart Race Street Station 1pm for scenic 11-mile trip with photo runbys (weather permitting). Adults $6, ages 3-11 $3. Contact: John Bechtel, M&HRPS, 136 Brown Street, Middletown, PA 17057; 717/944-4435.

BOSTON, MASSACHUSETTS, February 17-24. "Little Bear North" winter trip covering Amtrak and Ontario Northland via Toronto to sub-arctic shores of James Bay. Rare chance to view "white wilderness" from comfort of a train. $1095 per person double occupancy, single supplement $225. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

METROLINK TO VINCENT HILL, February 19. Ride regularly scheduled Metrolink train from Los Angeles to Vincent via mile-long San Fernando Tunnel and Soledad Canyon for delicious dinner at Vincent Hill Restaurant & Saloon. Depart L.A. 3:45pm, return 8:16pm. Additional boarding at Glendale, Burbank and Sylmar. Fare of $46 includes rail fare and dinner (beef or salmon). Contact: Pacific Railroad Society, c/o Barbara L. Sibert, 777 E. Valley Blvd., No.70, Alhambra, CA 91801; 818/570-8651 or 213/283-0087.

STOCKTON, CALIFORNIA, March 9. Winterail '96 Railroad Photography Exposition and Railroadiana Show & Sale at Scottish Rite Temple, 33 West Alpine Street, 9am-10pm. Featured photographers scheduled to include Richard Steinheimer, Shirley Burman, Stan Kistler, Don Olsen, John Kirchner, Jack Neville, Brian Rutherford and others. Full event tickets *by advance mail order only.* Send $18 per ticket plus SASE to: Vic Neves, Winterail '96, P.O. Box 23721, Oakland, CA 94623-0721. Make check or money order payable to: Vic Neves, Winterail '96." Admission to just the railroadiana show & sale is $4 *at the door only.*

WHIPPANY, NEW JERSEY, March 30-31 and April 6. "Easter Bunny Express" at the Whippany Railway Museum, Route 10 West & Whippany Road. Trains depart hourly noon-4pm. Adults $6.75, under 12 $3.75, lap babies free. Send payment and LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

INTERNATIONAL TOURS

MEXICO'S COPPER CANYON special tour for train buffs on the famous Chihuahua al Pacifico Railroad February 28-March 3. Steam engines, interviews, operations visits. Contact: S&S Tours, 865 El Camino Real, Sierra Vista, AZ 85635; 800/499-5685.

TOP LINK TOURS, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) is sponsoring the following foreign tours:

Argentina March 23-April 7, one week on Esquel, optional second week covering Buenos Aires and Rio Turbio.

Ecuador July 5-13, steam-hauled charter on G&Q each day, with emphasis on section around Devil's Nose.

RAILROADIANA MEETS

WESTLAKE, OHIO, January 7. Antique and Collectible Show at Westlake Holiday Inn, 1100 Crocker Road, 9am-2pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

HALLOWEEN at Connecticut's Shoreline Trolley Museum brought out the "ghost of the lost motorman" in a scene posed on October 29, 1995, by Joe Calisi and a few friends. Multiple flashes with the Halloweeners in different positions created the ghost effect. The two cars include "High-V" 629 from New York City's original IRT fleet and Connecticut Company car 193, which were posed in front of one of the Museum's many car barns. The Shoreline Trolley Museum is located in Branford, Connecticut, roughly four miles east of New Haven, and it operates between April and November, plus Santa Claus trips in season. The trolleys run at least every half hour over a mile-and-a-half loop. Shoreline has nearly 100 streetcars and a dozen different trolley barns — M.D.

WINSLOW, NEW JERSEY, January 14. Great Winslow Junction Train and Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Adults $3, under 12 free with adult. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

FALL RIVER, MASSACHUSETTS, January 14. Old Colony & Fall River Railroad Museum 9th Annual Railroad Show at BMC Durfee High School gymnasium, 360 Elsbree St., 10am-4pm, Adults $2.50, ages 5-12 $1, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508/674-9340.

RALEIGH, NORTH CAROLINA, January 20-21. 21st North State Train Show at North Carolina State Fairgrounds, 1025 Blueridge Blvd., 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 704/786-8373.

PLANO, TEXAS, January 20-21. Dallas Area Train Show at Plano Centre, 2000 E Spring Creek Pkwy., 10am-5pm. Admission $5, under 12 free. Contact: Russ Covitt, 5560 Rice Drive, The Colony, TX 75056; 214/625-4012 before midnight.

FOSTER CITY, CALIFORNIA, January 21. Golden Gate Lionel Railroad Club Train Sale & Show at Holiday Inn, 1221 Chess Drive, 10am-5pm. Adults $5, under 12 free, tables $25. Contact: Bill Stunz, 5549 Fernwood Drive, Newark, CA 94560; 510/794-0620 9am-9pm.

EASTLAKE, OHIO, January 28. Eastlake North High School Train Show at 34041 Steven Blvd., 9am-3pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9965 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Edison, N.J., February 3-4, N.J. Convention Center/Raritan Center. **Columbus, Oh.,** February 10-11, Franklin County Veterans Memorial. **Chantilly, Va.,** February 17-18, Capital Expo Center. **Monroeville, Pa.,** February 24-25, Pittsburgh Expo Mart.

WEST SPRINGFIELD, MASSACHUSETTS, February 3-4. Amherst Railway Society Big Railroad Hobby Show at Better Living Center and Young Building at Eastern States Exposition, Memorial Ave., 10am-5pm. Adults $5, ages 5-12 $1, under 5 free. Contact: Robert Buck, Amherst Railway Society, P.O. Box 718, Warren, MA 01083-0718; 413/436-0242.

PARMA, OHIO, February 4. Parma High School Train Show at 6285 W. 54th Street, 9am-3pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094.

FOXBORO, MASSACHUSETTS, February 11. Rail-A-Rama XXI at Demetri's Convention Center on Route 1, 10am-4pm. Admission $3, ages 5-12 $1, under 5 free. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

ORLANDO, FLORIDA, February 17. Central Florida Chapter NRHS Railroadiana Show and Sale at Loch Haven Park Neighborhood Center, 610 Lake Formosa Drive, 10am-2pm. Admission $2, under 12 free. For details or tables, send SASE to: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

JACKSONVILLE, FLORIDA, February 17. Southeastern Railroadiana Collectors 17th Annual Show at Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Admission $4, under 13 free, tables $30. For details send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

SPOKANE, WASHINGTON, February 18. Railroad Swap Meet at Cavanaugh's Inn at the Park, West 303 North River Drive, 10am-4pm. Admission $3, ages 12-16 $1, under 12 free. Contact: Bud Flanagan, 11406 E. Railroad Ave., Spokane, WA 99206; 509/926-2009.

GILBERTSVILLE, PENNSYLVANIA, February 18. Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

FRANKLIN SQUARE, NEW YORK, February 18 and March 17. Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin Square, NY 11010; 516/775-4801.

KIRTLAND, OHIO, February 24-25. Kirtland High School Train Show on State Route 306, 10am-4pm Saturday, 10am-3pm Sunday. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

OTTUMWA, IOWA, February 24-25. Great River Railroad Show at Quincy Place Mall. Free admission, Contact: Rich Hood, 801 Jefferson, Burlington, IA 52601; 319/754-4979.

LAPEER, MICHIGAN, February 25. 12th Annual Railroad Swap Meet at American Legion Hall Post 16, 1701 W. Genesee Road, 10am-4pm. Admission $2. Contact: Joseph Rocco Biondo, 15680 Imlay City Road, Capac, MI 48014-2300.

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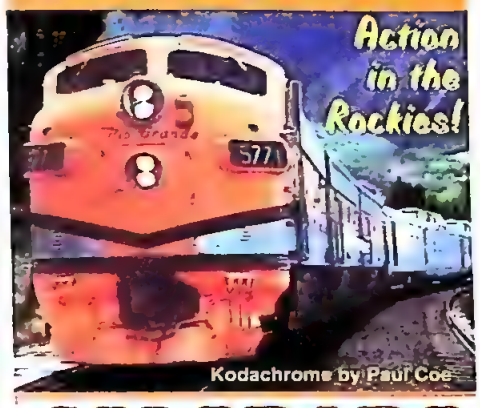

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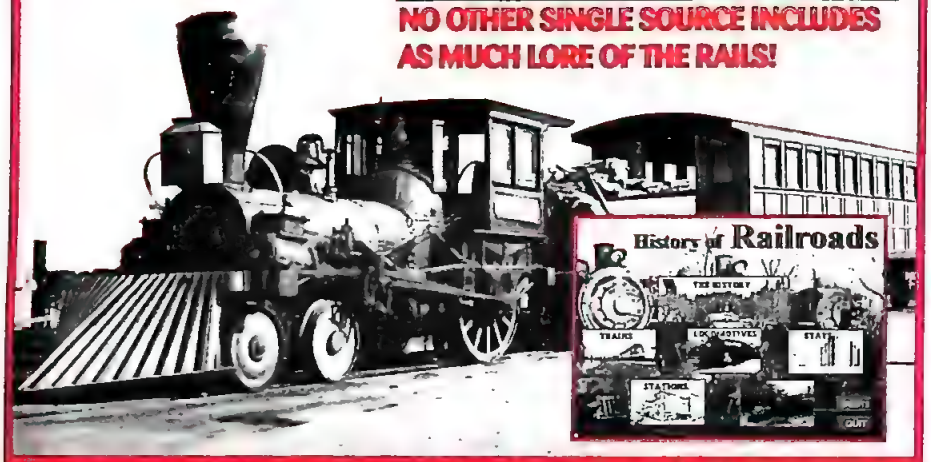

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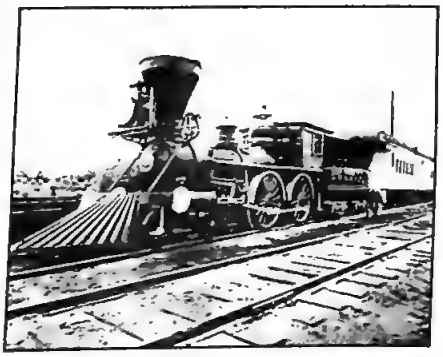


Photo courtesy of Big Shanty Museum, Kennsaw, GA

Videos

BY MIKE DEL VECCHIO

New Arrivals

Everyone agrees that it's the people that make railroading great, and that theme is driven home in **Tales of the Rails**, produced by Grand River Films, Box 1871, Grand Junction, CO 81503; 970/242-0929. This quick show takes place at Golden Spike National Historic Site on the re-laid right-of-way of the original transcontinental main line, and "Sam Bradford," in an Irish brogue, tells tales about the human side of the 1869 milestone achievement. Bradford was the Union Pacific engineer on the real 119 in 1869, and his part is very well played by Bob Dowty, one of the regular engineers on the replica 119 today. The show opens with Sam Bradford and pair of young girls and, later, a small boy pumping an old handcar over this historic trackage, and Sam telling his tales, and demonstrating a few of them.

And the stories are quite interesting, as much for the information as for the manner in which they are told; Golden Spike NHS is indeed fortunate to have such a natural actor and ham on its staff. The stories and settings move from the handcar, onto tamping and surfacing track with only lining bars and a sharp eye (the replica track shown correctly has no tie plates, either) and on to the 119 itself, with Sam at the throttle. The use of black-and-white movie footage and still photos helps to illustrate the stories. This show was originally produced and shot on 16mm film with all the expertise and appeal of a History Channel documentary. I can almost promise that after seeing this film you'll not think of the transcontinental railroad the same again, and that you'll be humming its original theme song long after the tape is through. 30 minutes, $19.95 plus $2.50 shipping (VISA accepted).

Two releases from G. Train Video Productions feature contemporary action on two little covered segments of Class 1 main lines. The first tape, **Burlington Northern's Thayer Subdivision**, shows typical action on the old Frisco main between Springfield, Missouri, and Memphis, Tennessee — a 293-mile line whose claim to fame is a 136-mile helper district at the north end, between Springfield and Thayer, Mo., near the Arkansas state line. The second tape is titled **CSX, the S&NA North Subdivision**, and it covers the old L&N between Nashville, Tennessee, and Birmingham, Alabama. Both tapes offer "armchair" looks at both main lines, and G. Trains covers these railroad segments much like you and I would with our own camcorders. Electronic maps are presented at the beginning of each tape, and the footage if mostly lineside shot from nearby roads. The editing is more for the hardcore viewer, as most to all of each train is shown, as are any maintenance of way trains that happen past.

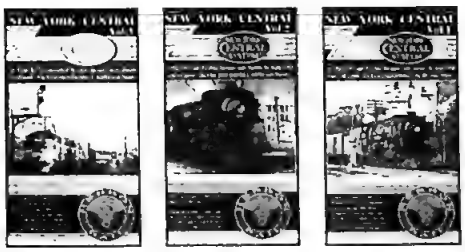
Since both tapes were shot during the spring of 1995, the motive power shown includes a modern mix; on the BN it's mostly BN SD40-2s, gray-painted LMX Dash-8s and a host of other lease-fleet power, and on CSX mostly modern image paint schemes are shown with far fewer leased units from other companies, except for an SP detour,

which G. Train chased through a few towns. Both tapes were shot in Super VHS format and mastered on Betacam SP equipment, and they both feature periodic narration. Each tape runs $33.95 ($45.95 Canadian) plus $2.50 shipping from GTVP, 3811 Victoria Ave., Vineland, Ontario, Canada, L0R 2C0; 800/667-3510 (VISA accepted).

"Trains," produced by Corey Lake Pictures, 30 West 21st Street, New York, NY 10010; 800/480-2252 or 212/675-6714, is a video show aimed at kids, I'd say pre-school to six or seven years old. Comprised of contemporary snippets of railroading combined with modern editing, digital effects and three-dimensional-looking animation, this video tries to teach kids about trains.

The viewers follow host Corey Kaup as he tours and rides on all types of railroad equipment. Some of the sites shown include the Morristown & Erie Railway, complete with a cab ride in an Alco C424 with M&E owner and president Ben Friedland, plus M&E-tenant Whippany Railway Museum, and the Valley Railroad in Essex, Connecticut, which provided 2-8-2 No.40 for on-train and cab footage. Other lines include several light rail operations, the New York City subway system, Amtrak in various locations from Penn Station, New York, to Redondo roundhouse near Los Angeles, plus L.A.'s Metrolink at LAUPT, a track crew building switches, and more.

The tape is fully narrated with an original score, and its producers rank among the well-known in the film industry, including direction by Academy Award nominee Jonathan Heap from *12:01 PM*. While the show seems a little corny for those of us older than the recommended age group, a fun game is to name the different railroads and light rail operations shown. 30 minutes, $19.95 plus $4.50 shipping.



Feature Reviews

"New York Central, Volume 1, Volume 2 and Volume 3," from Herron Rail Video, 2016 North Village Ave., Tampa, FL 33612; 800/783-3886, VISA and MasterCard accepted, VHS format only. Each volume runs about 50 minutes and sells for $39.95 plus $4.00 shipping for the first tape, and $1.00 for each additional.

Back when the "Big Four" meant more than UP, BN, NS and CSX, it was one of the last bastions of New York Central main line steam power in the Midwest. In the same style as his previous shootings available on video from Herron, Donald J. Krofta brings you 16mm black and white, with some color, action in and around Bellefontaine, Ohio, in the twilight of the steam era in three tapes from Herron Rail Video.

Volume 1 starts in January 1955 with a prolific subject of this series, Mohawks, seen in Bellefontaine. We are treated to numerous scenes of Mohawks on freight and passenger trains in town and on the road.

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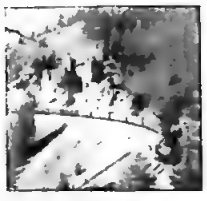

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RAILROAD AVENUE ENTERPRISES

Engine changes on passenger trains at Bellefontaine are a popular subject here, many with several varieties of Hudsons. Engine terminal views and shots of engines going to and from the roundhouse from one of Don's favorite photo angles — a little knoll at the end of the yard. We also see the Gallion, Ohio, coal dock, shots of Mikados switching and on the road, and several views of the steam-powered *Queen City* and *James Whitcomb Riley*. One-time glimpses of C-liners, Pennsy E's and F's and Erie FA's lend some variety to the steam scenes. From a sheer documentary standpoint, my favorite scenes are of the Hudsons doing engine changes at Bellefontaine so as not to delay the varnish.

Volume 2 continues where Volume 1 left off, but with some added variety. Ex-IHB 2-8-2s are seen switching. Illinois Central 4-8-2s make cameo appearances in Illinois, and we see C&IM 2-10-2 703 on a coal train, chased on its home road, along with another coal train that has to double a hill. Back on the Big Four, we see the *Sycamore* stop at, take fuel from and leave the coal dock at Greensburg, Indiana, and get a fine shot of the *James Whitcomb Riley* at Lafayette Junction with a J3a powering the consist by the tower and signal bridge.

Both the PRR and the Big Four are seen on the diamonds at Crestline, Ohio. There are numerous runbys of Hudsons and 4-8-2s with freight, mail, express and passenger consists. Even a P&LE 2-8-4 makes a swan song appearance — a rare subject on film. A few color clips show Hudsons to advantage at HI Tower (so named, I presume, because it sits way up in the air on a tall foundation!). Almost all steam, and virtually all black and white, a few diesels are seen in Volume 2.

Volume 3 takes us from January 1956 to 1967. We begin at the familiar spots in Bellefontaine with some light engine moves, then see several sequences of a 2-8-2 in lightly falling snow as it makes a run for water and then picks up its train. Several shots of P&LE Berkshires and Mohawks in action are followed by the last steam shots, Hudson 407 on the *Cleveland Special*. We jump to 1959 and color film to witness NYC E's and F's on passenger and freight trains at Bellefontaine, Marion and Martel, Ohio. We also see PRR F's, C&O F's and Geeps and some interesting mixtures, such as NYC Sharks and EMD F's m.u.'d. In 1967, at Ridgeway, Ohio, FA's and RS's are seen along with the more common EMD power of the day. We stop before PC power debuts, and a string of open autoracks with Corvettes on them remind us how far our society has dropped in less than 30 years.

Volumes 1 and 2 are 56 minutes each, and Volume 3 is 44 minutes. All original footage is 16mm, mostly black and white, and while competently transferred, it is not always razor sharp. A fair amount of the early footage is dark, but when the sun is out things look much better.

Sound dubbing makes use of on-site sound recording made by Jim Hawk when applicable. This three Volume set covers many overlapping subjects in similar settings, such as views of various versions of Hudsons around HI Tower, so the determination as to which tape(s) to buy may not be easy for a non-diehard NYC fan. Those who wish to reminisce about the twilight of steam on the Big Four with undoubtedly find all three volumes of interest. I liked Volume 2 best, for its variety and number of runbys versus light engine views. Diesel fans will like Volume 3 — TOM KELCEC.

Railroadiana

BY BRUCE KELLY

Calendar Call

Each of the 14"×22" all-color calendars from McMillan Publications offers nice imagery from a specific railroad. A few of them will likely become collectors items since they represent railroads that are already in the process of losing their identities to mergers. The **1996 Santa Fe Color Calendar** includes four different scenes from Arizona, Geeps along the Washita River and climbing Box Springs Grade, Super Fleet GE's on Tehachapi Loop and Raton Pass, Indian cross EMD's on Cajon and supercabs surrounded by the amber haze of a Mojave Desert sunrise.

McMillan's **1996 Southern Pacific Color Calendar** manages to show generally clean SP power like the Dash 9-44CW crossing the Brazos River Bridge, three of the *Daylight*-colored TE70-4 rebuilds above Dunsmuir, T&NO S4 100 in 1964, GP9s on the rugged Clifton Branch, an SD9E on the Siskiyou Line and a black widow FP7 departing Los Angeles.

Illustrating the *other* half of what may soon become America's biggest railroad, the **1996 Union Pacific Color Calendar** looks back to DDA40Xs and SD45s on Cajon and a C630 and a U50 at Topeka, then brings us to the present day with SD60Ms in the Pequop Mountains and southern Idaho, a Dash 8-40C (said in the caption to be an SD60M) heading the march around Arnold Loop, SD40-2s crossing the Deschutes River and super cab GE's at Devil's Slide and in Feather River Canyon.

The **1996 Burlington Northern Color Calendar** finds SD40-2s rolling taconite empties in Minnesota and crossing Trout Creek Bridge on the Oregon Trunk, an SD9 leading grain hoppers in Nebraska, a white-face GP38-2 leading a local along the Palouse River, SD70MACs at West Alliance and a tiger-striped GP50 and cabless B30-7A crossing the Two Medicine River Bridge with the snowcapped Montana Rockies in the background.

McMillan's one Eastern-oriented release is the **1996 Conrail Color Calendar** with a GP40-2 kicking up snow east of Rochester, an SW8 and GP15-1 doing branch line duty, C36-7s and C32-8s on the B&A, a Dash 8-40CW leading stacks along the Hudson, an SD60M and Dash 8-40CW rolling coal on the curvaceous Manor Branch and more. The five calendars are priced individually at $11.95 (or two for $21.95, three for $31.95, four or more for $10.60 each) plus $3.50 shipping per order (outside the U.S. add

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N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min	15
Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min	13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min.	5
Philadelphia to Harrisburg (FP-40) 1 hr.45 min.	4A
Harrisburg to Huntingdon (FP-40) 1 hr.55 min	4B
Huntingdon to Johnstown (FP-40) 1 hr.50 min.	4C
Johnstown to Pittsburgh (FP-40) 1 hr.45 min.	4D
New Haven, CT to Prov., RI (FP-40) 1 hr.50 min.	9A
Providence, RI to Boston, MA (FP-40) 1 hr.	9B
Denver to Grand Jct.,CO (FP-40) Part 1.....1 hr.40 min.	17A
Part 2.....1 hr.40 min.	17B
Part 3.....1 hr.40 min.	17C
Part 4.....1 hr.40 min.	17D
Sparks, NV to Oakland, CA (FP-40) Part 1 ..1 hr. 40 min.	18A
Part 2.....1 hr. 40 min.	18B
Part 3.....1 hr. 40 Min.	18C
Part 4.....1 hr. 40 min.	18D
White Fish to Havre, MT. (FP-40) Part 1.....1 hr. 55 min.	19A
Part 2.....1 hr.55 min.	19B
Chicago to Valparaiso, IN (FP-40) 1hr.25 min.	20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min.	20B
Chicago to Michigan City (FP-40) 1 hr.	21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min.	21-5
Toledo to Detroit (FP-40) 1hr.50 min.	21A
Detroit to Jackson (FP-40) 1 hr.35 min.	21B
Jackson to Kalamazoo (FP-40) 1hr.30 min.	21C
Albany to Croton-Harmon (FP-40) 1hr.50 min.	22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr.	22B
Albany to Pittsfield, MA (FP-40) 1 hr.15 min.	23A
Pittsfield to Springfield, MA (FP-40) 1 hr.20 min.	23B
Springfield to Worcester, MA (FP-40) 1hr.15 min.	23C
Worcester to Boston, MA (FP-40) 1 hr.20 min.	23D
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Rockport, MA - North Sta.(Push-Pull)1 hr. 20 min.	38
Attleboro-So.Sta & Lowell-No.Sta. 1 hr.20 min.	39
Ipswich-No.Sta. & Stoughton-So.Sta 1 hr.46 min.	40
No.Sta-Haverhill &Framingham-So.Sta 1 hr 43 min.	41
Franklin to So.Sta.+Highlights of MBTA Lines 1 hr.	36
Enola, PA to Shocks Mills Bridge(SD-40) 1 hr.	24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr.	24B
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Port Deposit to Amtrak "OAK" (SD-40) 1 hr.	24D
Pittsburgh to Suterville, PA (FP-40) 1 hr.	20-3
Suterville to Indian Creek (FP-40) 1 hr.	20-4
Indian Creek to Rockwood (FP-40) 1 hr.	20-5
Rockwood to Hyndman (FP-40) 1 hr.	20-6
Hyndman to Stuart Tunnel (FP-40) 1 hr.	20-7
Stuart Tunnel to Martinsburg (FP-40) 1 hr.	20-8
Martinsburg to Dickerson (FP-40) 1 hr.	20-9
Dickerson to Washington, D.C. (FP-40) 1 hr.	20-10
Chicago to Miller, IN (South Shore MU) 1 hr.	25A
Miller to Michigan City (South Shore MU) 1 hr.	25B
Michigan City to South Bend (South Shore MU) 1 hr.	25C
Raritan to Newark, N.J. (Push-Pull) 1 hr.	12
Atlanta to Temple (FP-40) 1 hr.	30-1
Temple to Iron City (FP-40) 1 hr.	30-2
Iron City to Pell City (FP-40) 1 hr.	30-3
Pell City to Fairfield (FP-40) 1 hr.	30-4
Fairfield to Hull (FP-40) 1 hr.	30-5
Hull to Meridian (FP-40) 1 hr.	30-6
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Part 3.	48-3
Part 4.	48-4
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All One Hour - Color - Sound

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Diesels and steam in color and black and white grace the **Missouri Pacific Historical Society 1996 Calendar**. In the "classic" category are a 2-8-2 leading oil tank cars at Little Rock, one of MoPac's wartime Berkshire-turned-Northern rebuilds and an E8 powering the last run of the *Missouri River Eagle*, while in the more modern era there are C36-7s on a "Z" train, a Sedalia-built caboose, MP15-1s at Tower 55, an SD40-2C passing an opposing train's caboose and Geeps and SD40s in Little Rock. It sells for $5.50 postpaid from the Missouri Pacific Historical Society, P.O. Box 187, Addis, LA 70710.

The **Conrail Technical Society 1996 Calendar** has nice color printing of Big Blue action with a super cab GE at Fort Montgomery Tunnel, freight in the snow at MG Tower, SD60M's on the point of Triple Crown RoadRailers, E-33s under the wire at West Harbor, a B23-7 and GP38-2 alongside Seneca Lake, SD60M's at Tunnel Hill and a three-way meet along the Hudson River with a northbound automobile train, a river freighter and an Amtrak Turboliner all framed together beneath Bear Mountain Bridge. It sells for $8.95 plus $2.00 shipping from Conrail Technical Society, P.O. Box 7140-C, Garden City, NY 11530.

The nice color pictures in the **Delaware & Hudson Railroad 1996 Calendar** pay proper respect to that road's multiple personalities in recent years with NYS&W power leading a stack train, CP Rail System and Soo units in the snow and a Taylor-Binghamton turn powered by the rainbow lashup of the lightning-stripe GP38-2 *B.C. O'Brien*, a Susquehanna Dash 8-40B and three more GP38s in Guilford, Chessie and Seaboard System paint schemes. Still, the majority of photos are classic D&H, like RS2s on the *Laurentian*, three Geeps at Treichlers, Sharks outnumbered by LV diesels at Sayre, an S2, an ex-L&HR C420 leading other D&H Alcos and a meet between the *Adirondacks* with one powered by RS11s and the other by PA's. It sells for $8.95 plus $2.25 shipping (N.Y. res. add tax) from EDS Productions, 322 Ten Eyck Street, Watertown, NY 13601-3931.

The black and white content of the **Atlanta Chapter NRHS 1996 Calendar** documents steam power from the South such as a Central of Georgia 2-10-2, a Western of Alabama 4-6-2, a Southern 4-8-2 taking the *Sunnyland* out of Birmingham, an ACL 4-6-2 leaving Augusta, Wrightsville & Tennile (ex-CofG) 2-8-0 221 at the Wrightsville water tank, Tallulah Falls (ex-Southern) 2-8-0 No.78 crossing Scott's Trestle, an L&N streamlined 4-6-2, Gainesville Midland 2-10-0 207 and Columbia, Newberry & Laurens 4-6-0 No.8. It sells for $6.50 postpaid from Atlanta Chapter NRHS, P.O. Box 921068, Norcross, GA 30092-7068.

The all-black and white **Railroad Museum of Long Island 1996 Calendar** takes us to that sandy sliver of New York state for a Pennsy G5s at Oyster Bay Yard, a PRR DD1 motor in rare freight service, a turn-of-the-century track car, a Long Island Rapid Transit 0-4-4T, LIRR C420s in Garden City, a stable of steam at Morris Park yard, an H10s Consolidation climbing Mount Olivet Hill in the winter and more. It sells for $6.50 plus $1.95 shipping from RMLI Calendar, 18 Second Street, Ronkonkoma, NY 11779.

The all-color 10″×16″ **1996 New England Railroading Calendar** features generally good printing on heavy, gloss-coated stock. Subjects include a Conrail B23-7, Springfield Terminal Geeps in the snow, a New Haven-schemed GP38 crossing the Quinnipiac River, an MBTA F40 at West Roxbury, Valley Railroad 2-8-2 No.40, an NHVT GP38, CV GP38s mirrored in the Thames River at Montville and a P&W U23B along the Thames at Preston. It sells for $8.00 postpaid ($9.00 in Canada) from Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486.

Looking back at the early NYS&W, its predecessor and its connections, the **New Jersey Midland Railroad 1996 Calendar** offers black and white scenes like Susquehanna RS1s in passenger and freight service, an L&HR 2-8-0 departing Allentown Yard, L&NE and L&HR Camelbacks, an NJM 4-4-0 in the 1870s, Middletown & Unionville 2-8-0 No.7, L&NE FA's at Hainesburg Junction and more. It sells for $4.95 plus $1.50 shipping from the New Jersey Midland Railroad Historical Society, P.O. Box 6125, Parsippany, NJ 07054.

Kansas City Painting

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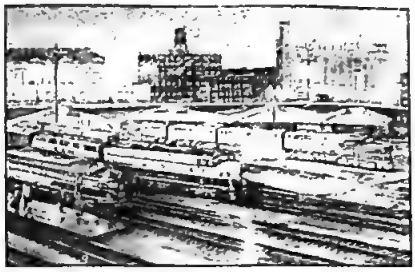
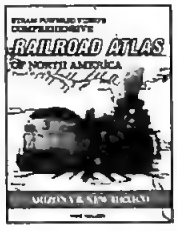


measures 15¾"x23½") of an original Bromley oil painting that captures the glory of the streamliner era in middle America.

On a rainy summer night, the trains of three different railroads occupy the tracks at Kansas City Union Station. Santa Fe's *El Capitan* pulls in from the west behind a set of A-B-B-A warbonnet PA's while Kansas City Southern's *Flying Crow* departs south with a brand new E9 teamed up with an F3. And, on the near track, a Rock Island train prepares to load for the trip to Minneapolis, powered by one of the Rock's three passenger F7s. Headlights are off on the Rock Island train while its crew climbs into the cab, but the headlights of the KCS and Santa Fe trains are on, etching pronounced beams through the streaks of falling rain.

Meanwhile, barely visible in the background, are the tops of cars on a Santa Fe freight, including a tuscan red "map-side" boxcar and a yellow map-side reefer. Looming beyond is the National Biscuit Company building and other elements of downtown Kansas City.

The lithograph sells for $20.00 (or $30.00 for one of the 250 signed and numbered editions) plus $3.00 shipping from Rail History Prints, 14611 Jefferson Street, Omaha, NE 68137.



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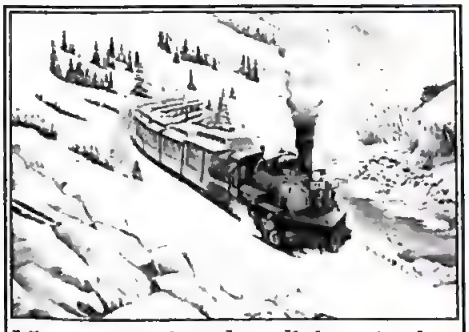

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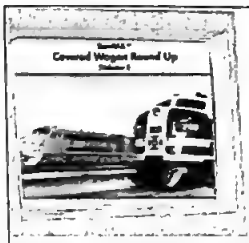

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Publishing, continues the trend set by Walker's previous editions covering the Northeast, California-Nevada and Utah-Colorado. This 64-page 8¼"×11¾" softcover systematically covers rail lines in Arizona and New Mexico through a series of maps scaled eight miles to the inch. These are augmented by detail maps, scaled two miles to the inch, of important cities or areas with complicated track arrangements. There's more information here than you'll find in any other rail atlas, with indications given for standard, narrow and mixed gauge lines (active as well as abandoned), major bridges and tunnels, passenger stations, sidings, owners and trackage rights tenants (past and present), engine facilities, DTC blocks on SP, talking defect detectors, crossovers, water tanks and much more. Even the stretches where Santa Fe's double track mains follow separate alignments have been adequately portrayed. A six-page index provides the exact grid coordinates for place names. *Railroad Atlas of North America — Arizona and New Mexico* sells for $22.95 plus $2.00 shipping ($2.00 plus 20% shipping outside the U.S.; N.J. res. add 6% tax; Canadians add 7% G.S.T.) from Carstens Publications, P.O. Box 700, Newton, NJ 07860-0700. To order by phone with your VISA, MasterCard, American Express or Optima card call 800/474-6995.

The O. Winston Link book

The long awaited O. Winston Link book, **The Last Steam Railroad in America,** began appearing in bookstores during October 1995, and it's a beauty. O. Winston Link loved steam railroading in general, and the Norfolk & Western Railway in particular. Beginning in the middle 1950s, when the N&W was bucking the industry trend of dieselization, this successful commercial photographer from New York City travelled to Appalachia to record steam's passing. Unable to control God's sunlight, he devised a way to light entire scenes with flashbulbs at night, and in the process he preserved a long gone slice of rural American life. The result was a spectacular body of work recognized not only by railfans but also by the art community and historians for its context, creativity and significance.

This latest book by the now-80-year-old Link features 125 photographs on 146 10½"×11" pages between hard covers. While Winston Link is best known for his black and white imagery and stark compositions, he included 24 color views. Most of the photography here hasn't been published in general distribution before.

The Last Steam Railroad... is divided into six chapters with themes ranging from "Man and Machine out of Time," to action on legendary Blue Ridge. A chapter titled "A Day on the Abingdon Branch" is complimented by a separate chapter of the color photos, many of which were shot during daylight on the Abingdon Branch.

There is much here to admire and impress, and Link's contextual style is as intriguing in daylight as at night. While during the day Winston couldn't control the light, he certainly made the available light work for him. Most photos are printed large on the page.

Fans of Winston Link will find familiarity in new forms in this book. That famous black and white scene with the horse parked at the Green Cove depot is strikingly new in color. And yet on page 104 an M-Class 4-8-0 is passing a tree-framed front porch, and in the distance behind a picket fence is the Green Cove depot; a scene giving a whole new feeling for that tiny hamlet to someone who's never been there. Other new views include back- and rear-lit scenes

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of M-Class 4-8-0s passing through harvested fields, and one of my favorites is the view of the doubleheaded M's passing the Husk Post Office as the sunny cross lighting picks up the texture of the plank siding on the building and the raised lettering on the advertising signs. A particularly interesting caption for this photo describes this as the "... home of Jimbo, a dog whose singing would accompany engineer Nichols custom whistle ...". Some of the classic Winston Link views include the night scene of a Y6b and caboose over the "Honey Hole" at Boaz Siding, where the helper crew is barbequing hobo style, and the color night scene "Highball for the Doubleheader," a going-away view of a pair of Mallets passing a trainman holding lantern, which was used as the cover on Winston's record album *Thunder on Blue Ridge*. This view was one of only two of the night shots recorded in color, and the other is also included, J-Class 4-8-4 607 under a signal bridge and passing an ancient wooden tugboat being painted in drydock. I enjoyed seeing the operator at Waynesboro, Va., forking up a train order to a streamlined K-class 4-8-2 — Link's very first of the N&W night photos.

The text was written by Tom Garver, a schooled and clever writer who was one of Winston's assistants during the days when these photos were taken. Garver knows Winston well, and he tells a good story of Winston and his photography as no one else could. Complementing the text are reproductions of one of Winston's schematics showing light placement, plus samples of Winston's work as a commercial photographer and stories about Winston's life and family before the N&W project. After a couple of hours with this book, I knew a great deal more about Ogle Winston Link.

But be aware that, while the black and white views are timeless, time has caught up with a few of the original color transparencies and negatives, as the palette of a few have shifted slightly. Most, though, are right on, and the printing overall is excellent; the black and whites are in a high quality duotone process.

Published by Harry N. Abrams of New York City, *The Last Steam Railroad ...* is available in bookstores nationwide. And if they don't have it, ask them to order it for you; the list price is $49.95. In addition, the Roanoke Chapter NRHS is selling the book at $49.95 plus $5.00 shipping. Contact them at P.O. Box 1322, Roanoke, VA 24032-1322; 540/366-2169 (6:00 p.m.-10:00 p.m. EST). *The Last Steam Railroad in America* is time an money well spent — M.D.

Book Reviews

British Columbia Railway — From PGE to BC Rail by John F. Garden, published by Footprint Publishing, Box 1830, Revelstoke, BC, Canada V0E 2S0; 452 10"×11" pages, hardcover, $69.95 plus $6.00 shipping (in Canada, $64.95 plus $5.00 shipping plus $5.60 GST).

Remember my glowing review of the colossal pictorial *Nicholas Morant's Canadian Pacific* in the October 1992 issue? This new all-color picture book on the British Columbia Railway and predecessor Pacific Great Eastern is every bit as good, which comes as no surprise since both titles were meticulously researched and written by the same author, were produced in the same size and format and were given similar graphic treatment. And it's the first book we've seen in a long time that drew an immediate "*WOW!* from every Carstens staffer.

John Garden selected some of the finest images from 33 photographers, a veritable "who's who" of railfans noted for their work in the Pacific Northwest. Nearly all of the 463 photos are allowed to run *big* across an entire page, often jumping the gutter to the adjoining page. Captions go into great detail about the train, motive power, location and other elements in each picture. The printing has very few flaws, and every flip of the page is like rounding a curve to discover a new, exciting world.

Former CEO and president Mac Norris supplies a foreword that wonderfully sums up the BCR saga in only a few sentences, and Garden's introduction and opening chapter deliver a crash course in political and corporate history from wooden rails in the 1850s, British Columbia's turn-of-the-century railroad boom and the growth of the PGE through the 1972 conversion into British Columbia Railway, service innovations under the name BC Rail during the 1980s and the road's recent break from its political ties. Illustrating this section is a potpourri of early and contemporary scenes like ex-CN gas car 107 along Seton Lake in 1960, Premier W.A.C. Bennett on the rear of PGE business car *Northern Summit* in 1963 and Draper-taper cowled Dash 8-40CM's crossing the Fraser River in 1990.

The remainder of the book is purely a pictorial package, leading off with a 60-page chapter on the PGE era that makes the best of some mint-condition vintage color. After a look at excursions powered by RDC's, RS3s and a GE 70-tonner, we see PGE freight operations with diesels in both the orange and green paint schemes, including RS3s working the Squamish barge slip, lugging the *Squamish Logger* and crossing timber trestles with livestock cars in tow. Also documented are some of the leased units that visited the PGE: Morrison-Knudsen C636s, Lake Superior & Ishpeming RS3s and CN Geeps and F-units.

The 118-page chapter on the British Columbia Railway starts with un-repainted Lehigh & Hudson River C420s and leased LS&I U23Cs, then whisks us from 1973 through the mid-1980s with pictures from all across the system which represent both the newsworthy events and everyday action that took place on the BCR. New M630s, SD40-2s and safety cab M420s arrived during this period and are shown at such locations as the wooden semi-circle of Ten Mile Trestle (in the snow), the Peace River Bridge (in gorgeous "glint" light) and the reverse curves carved high on the edge of the Fraser Canyon. A three-shot sequence by Dale Sanders records a meet at Birken between a northbound freight with M420s waiting in the hole and a southbound struggling over the top of the 2% grade with three units up front and three more at mid-train. The chapter ends with a look at BCR steam operations with restored CPR *Royal Hudson* 2860 and 2-8-0 3716 and CNR 4-8-2 6060, as well as a first look at the red, white and blue scheme that was introduced on

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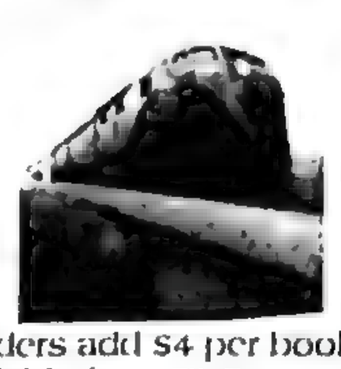

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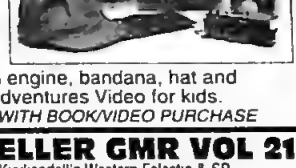

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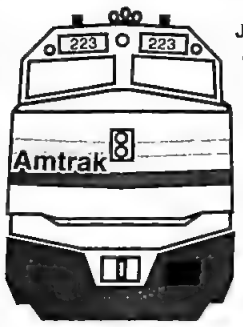

Join Icon Video Productions as we take you on location to Santa Barbara, on August 8, 1995. Using two cameras we captured the excitement as three Amtrak trainsets and one Southern Pacific freight converge on two tracks. We recorded a hair raising pursuit as Amtrak's Coast Starlight is followed by a San Diegan 200 feet behind, moving the same direction, on the same track and both traveling at 25 MPH. Train movements are displayed with the aid of animated maps and dubbed in radio communications between the dispatchers and the train crews.

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GF6C electric locomotives for the new Tumbler Ridge coal line when the railroad was reorganized as BC Rail in 1984.

By this point, we've already been given a more dazzling and comprehensive look at the BCR than was previously available in any book. But, rather than simply closing there with what would be considered sufficient coverage by most other publishers, Garden blows us away with the final 208-page chapter "A Tour of the Line — BC Rail." Full color maps by John Signor guide the way as we view a variety of interesting locales and locomotives from 1984 to the present. BCR's big beasts bare their innards at the Squamish Shops; freights slice through the narrow and rocky Cheakamus River Canyon; tonnage grinds past Green River with two units up front, a manned helper set at mid-train and remote slaves toward the rear; more than 30 different trains grapple with the reverse curves, horseshoe loops and 2.2% grade between Lillooet and Kelly Lake and SD's and Alcos in two-tone green as well as in red, white and blue glide across BCR's tallest trestle.

A 30-page section on the Tumbler Subdivision finds the big GF6C electrics hauling coal under catenary, a brief visit to the Dawson Creek Sub (six-axle units not allowed) pays off with an A-B-B-A set of M420s and cabless M420Bs, and a journey up the Fort St. John Sub takes us to the end-of-line where SD40-2s and a C425 (plus mid-train slaves) lead woodchips past the "northernmost" grain elevator and a motorist waits his turn as RDC's clear the combination road/rail bridge over the Fort Nelson River, but only after we marvel at the BCR's zig-zag crossing of the Peace River where southbound crews descending the 2.2% into the valley can look down nearly a thousand feet for a preview of the bridge they'll encounter seven track miles ahead.

Garden backs up this epic pictorial with grade profiles from the PGE and BC Rail periods, timetable graphs, financial tables listing carloads and cash flow from 1974 to 1993 and a couple of system maps. All that's

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lacking is a locomotive roster. Most of the photo captions get by just fine with their own mention of diesel types, but it would have been nice to see at least a one-page compilation of all the road numbers, models and dates of service for the diesel (and steam?) fleets of PGE and BCR.

British Columbia Railway — From PGE to BC Rail is one of the best color albums of all time. If you enjoy heavy haul action in some of the most breathtaking scenery ever tamed by rails, and you have room for *only* one more book on your shelf, *this* is it — B.K.

TRACTION PUBLICATIONS by Joe L. Diaz

New York City Subway Cars by James C. Greller, published by Xplorer Press, P.O. Box 614, Belleville, NJ 07109; 160 8½" ×10¾" pages, $50.00.

This outstanding book covers the entirety of passenger rolling stock of the privately operated Independent Subway, the later equipment purchased after the city bought the IRT and BMT lines, plus the equipment acquired by the present day NYCTA. Few systems in rail transportation come close to the sea of equipment needed to handle its 3.5-million daily ridership. The book is a marvelous first look at the varied fleets and the changes since the 1930s.

Herein are 390-plus photographs, all in full color, many presented full page. Details of the outside, inside, underbody and ends of the cars are clearly illustrated. The photographic reproduction is excellent. Over the years there have been numerous color schemes and variations, and all are covered. There are 30 drawings and diagrams, most full page with complete information, and including the work and utility cars. The design, construction and delivery operations are also illustrated. Additionally, detailed equipment rosters indicate contract numbers, car numbers and quantity built; a wealth of information about the rebuildings and all the reader will want to know. Also included is a museum roster.

Along with the aforementioned, many of

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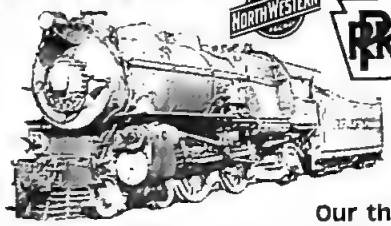

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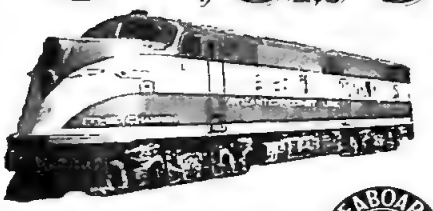

The fifth in our continuing series showcases the Atlantic Coast Line and the Seaboard Air Line, and features both Steam and First Generation Diesels in freight and passenger action around the Systems.

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This Tape is entirely devoted to the Florida East Coast Railway. 1st Generation Diesels abound, many of which are in the colorful red, yellow & silver scheme, and some extremely rare footage of FEC Steam Locos is included.

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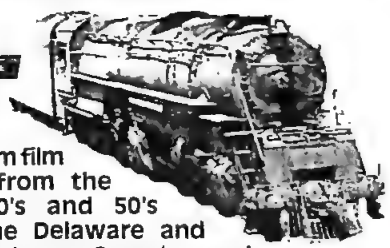

Great steam film footage from the 1930's, 40's and 50's covers the Delaware and Hudson between Scranton and Rouse's Point. Great cinematography highlights the Road's mighty 4-6-6-4's, 4-8-4's, 4-6-2's , 0-8-8-0's and the huge 2-8-0's, plus First Generation Diesels.

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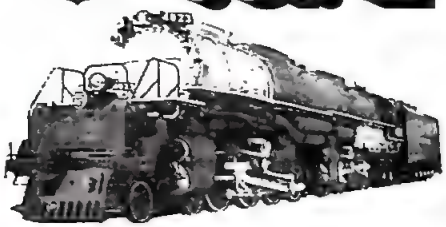

Heavy coverage of the mid 1950's Union Pacific in Nebraska and Wyoming includes Challengers, Big Boys and Northerns, plus Turbines and 1st Gen. Alco and EMD Diesels.

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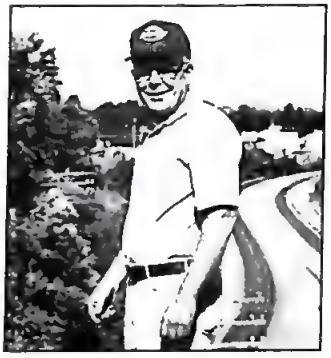
the photos are operational scenes. The reader is treated to an overall view of the IND operation. The equipment purchased since the consolidation into the NYCTA is fully covered. This volume is very much up-to-date, detailed and showing the latest experimental cars. Included is the rebuilding of the R44 and R46 types, well illustrated and explained, along with the R44s in service on the Staten Island's SIRT.

This exceptional book is so complete that it demands the attention of every traction fan interested in this system, and they are legion. From any point of view, this is a thoroughly wonderful book. Give it your full attention; we certainly recommend it. The author advises that a like book on the BMT is in preparation — JOE L. DIAZ.

We'd like you to meet...



Bob Wanner

There is likely no one better qualified to write a feature story on Conrail's "Akron Secondary" than Bob Wanner. We'll let him tell his own story:

"It's been a lifetime of rail interest and railfanning. Born in 1935, I was raised in northeast Reading, Pennsylvania, only two blocks from the Pike Street railyards with the huge Reading Shops and roundhouse across the tracks, was surely instrumental in creating a wide railroad interest.

"How could it not be so? We rode our bikes to the 'rocks,' located adjacent to the NK Tower (Pike Street), to sit for hours watching the show. Reading's Class N1sd 2-8-8-0 'pushers' on the Cross Line trains up the East Penn 'Hill' line, G-Class Pacifics on the main line passenger trains as well as on the *'Queen...'* and *Harrisburg Special*. And usually an I-Class 2-8-0, or even a B-Class 0-6-0 switcher, working right in front of us on the 'Pikey' East Penn Yard job. The T1 4-8-4s and even the K-Class 2-10-2s worked the through freights as well as the then-new FT diesels lifting tonnage. What a great show!

"Also, it seems like every summer weekend we rode a special excursion train direct from the Reading's Outer Depot to the Jersey Shore for around $5.00 a head. I also spent countless hours of watching all the many trains arrive and depart from that same very busy Reading Outer Depot.

"While my father was away in Europe during WWII, we lived with my grandparents; my grandfather was a conductor on the Reading Street Railway, which afforded me with plenty of Sunday afternoon 'free rides.' My other grandfather was a Captain of Police for the Pennsylvania Railroad in Sunbury, Pa. I spent many summers in their second floor apartment overlooking the PRR depot. I usually rode Reading Company trains to get there or took the long way around via Harrisburg to ride PRR's *Susquehannock* or *Buffalo Day Express*. In Sunbury (and everywhere else, for that matter) K4s, H9s, M1s and L1s were numerous, and I well remember the Buffalo passenger trains running more than 20 cars in length — every day!

"After Reading High School, it was a four year 'tour' with the Air Force. Uncle Sam fortunately saw fit to send me all over the East Coast, Midwest and north into Canada. During those four great life-adjusting years I got to ride some of the great passenger trains. It started on a heavyweight Pullman

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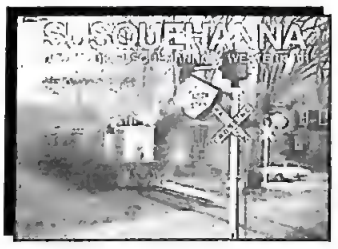

The New York, Susquehanna & Western from Erie steam and railcars through RS1's to GP18's. Picturesque railroading in rural New Jersey is captured by a variety of skilled railfan photographers. Publisher Hal Carstens having a long association with the Susquehanna furnished both photos and encouragement to this project. (C00080)..... 15.95

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over the Lehigh Valley from Philly to Geneva, N.Y., for boot camp, a C-47 aircraft with lengthwise bench seats to tech school at Belleville, Ill., and then rode on both the Wabash and GM&O to Chicago, Illinois Central to Carbondale (for a steam special Sunday outing). Best of all, I got to ride twice over the Illinois Terminal, once in a heavyweight interurban and once aboard their lightweight, two-car streamliner.

"I rode many other gorgeous passenger trains including PRR's *Spirit of St. Louis* and *Penn-Texas*, plus Seaboard Air Line's *Silver Star*, L&N's *Gulf Breeze*, NH / B&M's *Penobscot* (remember that one?), BAR's *Aroostook Flyer*, PRR's *Red Arrow* and up into Canada and return on CN's *Ontario Limited, Continental* and *Super Continental*.

"Those were the developing years. A camera went along with me, and I did get to record some of the action that was then happening along the right-of-ways.

"Married and raising a family (four kids) during the 1960s and '70s, along with extended work weeks in my post office job , kept me away from the tracks during those busy years. But I ventured out now and then to keep abreast of what was happening. And I must say that compared to what I had witnessed through the late 1940s and all of the 1950s, the picture was not quite the same. With cinders fully embedded in my soul, the Geeps and the loss of much of the passenger fleets just couldn't match what the scene was all about in my younger years.

But the spirit was still there, and after the kids had grown up, I renewed my vivid interest in railroading. The Chessie Steam Specials of 1977 and 1978, as well as a 1981 trip to ride the Colorado narrow gauge, did the trick, and I was again an active railfan.

"I then spent the 1980s and the 1990s photographing everything and anything I could find on the rail scene of interest, each time trying to find whatever remained from my youth. Diesels and radio communications began to interest me anew, and I truly began to wonder just how railroads, and the railroaders, had managed to communicate in

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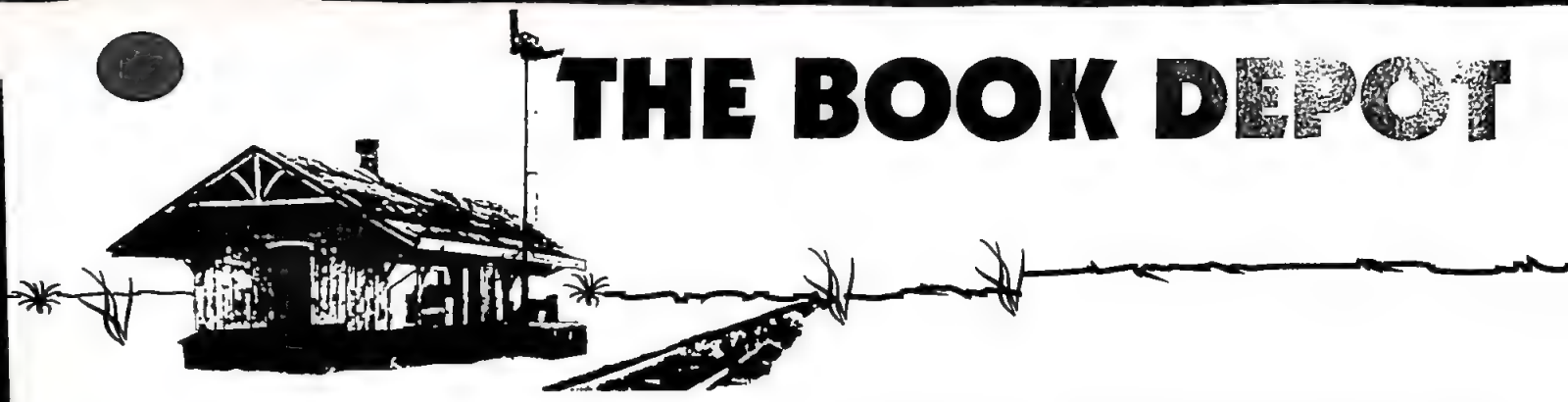

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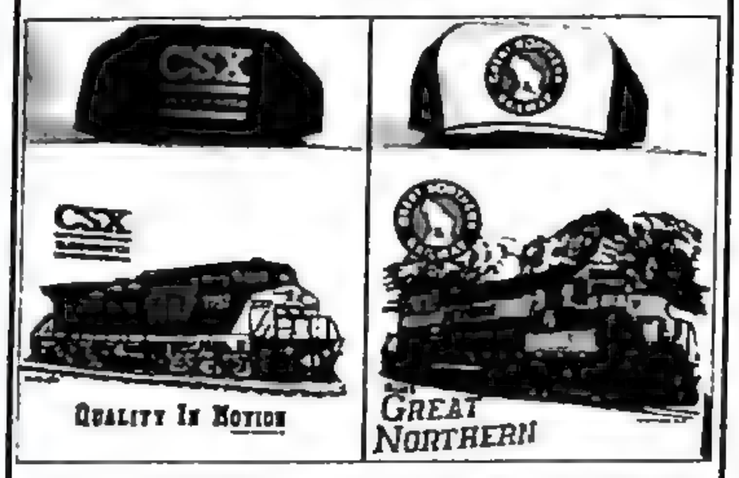

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the steam days. Alcos became an obsession to me as their appearance and sounds really interested me. I had to search them out wherever I could find them, especially in Canada where they worked in great numbers during the 1980s.

"So here I am in the middle 1990s; a 60-year-old postal worker, a lifetime rail enthusiast and a camera toting railfan. Like it or not, I never gained employment with a railroad, but otherwise, I eat, sleep (dream) and be merry buried in railroad lore and a true love for the rails, wherever they are headed." ⊂

On the Menu

BY JAMES D. PORTERFIELD

"The muse of gastronomy was invoked ..."

In this manner did Lucius Beebe describe meal service on board *The Florida Special* of the Florida East Coast Railway in his book *Trains We Rode*. The same accolade can be genuinely applied to T. C. Swartz, the creative force behind TCS Expeditions, or, more correctly, to his sister Charlie Brannon, who is the invoker of record for the varied menus of the *American Orient Express*.

In the grand manner of railroad managements past, T.C. and Charlie recruited the services of two of the nation's premier chefs to oversee meals on board the *AOE*. Panurat Poladitmontri, "Rat" (pronounced "*rrrr*-ah-t") to his friends, is chef-owner of Saute Sate Restaurant in Seattle and widely recognized in the *professions d'cuisine* and among food writers as one of the leading Thai chefs in America. An author who appears frequently in the media, he expresses pride in his Thai heritage by traveling internationally to teach Thai cuisine and cooking techniques. His partner, in the restaurant and dining car kitchen, is Judy Lew, considered the Northwest's leading authority on Pacific Rim cuisine. Director of the Lemon Grass Cooking School, her many cookbooks include *Flavors of Chinese Cooking* and *Dim Sum Appetizers and Light Meals*. Together Rat and Ms. Lew are the culinary inspiration behind the recipes in *Thailand the Beautiful Cookbook*, one of the inspiring, absolutely gorgeous volumes in the *Beautiful Cookbook* series published by Harper Collins.

And the stage for their work is proper for the creations coming out of the kitchen. The *Zurich* and *Chicago*, full-service dining cars, are a handsome and inviting complement to the *AOE* trainset surrounding them. And what follows is railroading dining service in the fines tradition.

You walk on tastefully muted plush carpet; are made to feel cozy by rich, muted Honduran mahogany walls and cabinetry (including a well-stocked wine closet) detailed with brass and inlaid with elaborate blond marquetry; are reassured of your exalted station in life by comfortable ebony-and-leather dining chairs with their gold accents, and, from front-row seats, take in the splendor of America through lightly shadowed windows topped with colorful tropical floral print drapery.

At the table, fresh flowers — of course — in a crystal vase, a petite lamp, heavy crystal glassware, elaborate place settings afloat on heavy white linen tablecloths and topped with fluffy white napkin sculptures await the arriving diner. A closer inspection reveals the train to have its own china pattern, glazed white pieces accented with thin single blue and then gold bands along the outer rim, a gold-and-blue emblem — the ornate A-E-E a reminder of the train's former life as the *American-European Express* — set inside the bands at the top edge. Silver flatware of appropriate heft and balance facilitate the movement of food from plate to palette. So as one pulls the heavy, upholstered wooden chair to table (or slides effortlessly into one of the booths), the mental effect is to be drawn from the concept of grand and adventuresome travel on a long distance train to the more immediate task of consuming food. A modest menu card at table offers up a preview of what to expect.

Consider just one day's meals. On awaking the second day we are offered a continental breakfast — a variety of juices, fresh fruit, pastries and coffee or tea in the *Bay Point* and *St. Moritz* club cars — as we arrive at Cincinnati's Union Terminal. After exploring the historic facility, distinctive for resembling an art-deco console radio and as the last large inner-city station built in America, we return to the train and are served brunch

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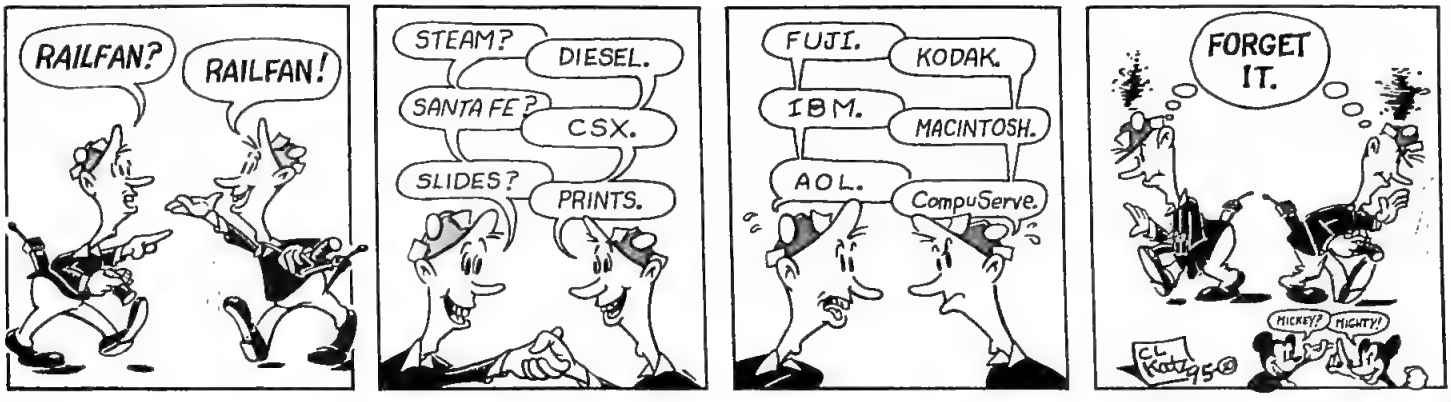
RAILFUN

by CURT KATZ



en route to Indianapolis: Egg Frittata with Diced Bacon and Confetti Potatoes, or Fresh Seasonal Fruit with Cottage Cheese; Indiana Chicken Chardonnay and Pasta with Basil and Garlic; and Fresh Fruits and Cheese; all accompanied by breakfast breads and silver dollar rolls baked on board. After a tour of Indianapolis Union Station and the city's trademark Speedway, we depart to Gershwin played by Dr. John Swickard on the grand piano in the *St. Moritz* and lectures by several noted authorities. Dinner is then served while we make our way to Chicago: Phyllo Florentine with Ricotta Cheese, Arugula and Pear Slices; a Pennsylvania Dutch Spinach Salad; Filet of Sole or Breast of Chicken with Lemon Caper Sauce, Yucca-Thai Rice and Steamed Broccoli; French Baguettes and Mid-Atlantic Bread Pudding with Raisin Bourbon Sauce, coffee or tea.

These are meals in the grand tradition of rail dining: extraordinary yet recognizable selections interpreted by noted chefs, first-class presentation, food served hot by a professional staff (young men from the restaurant industry working on assignment) dressed in formal attire, all while moving at speed down a main line en route to an anticipated destination.

"This requires a lot of planning," Rat understates, echoing the comments of Amtrak chefs and restaurateurs working dinner trains elsewhere. "We strive for a variety of tastes and textures, looks and colors. And we require the freshest foods possible," Judy says. "Charlie says to order up the best foods money can buy," Rat injects, "and Judy and I see to getting that at the loading dock." "Ninety percent of our goods are loaded at the city of departure," Judy adds (that they finish each other's points gives the impression these two work well together). Sysco, a large national purveyor of foodstuffs to restaurants, is their primary source. The rest of what is served is picked up along the way. "We've made arrangements with local specialty bakeries, for example, to have fresh breads and rolls delivered to the train as we go," Rat says.

"But because of how we cook," Judy notes, "we require some exotic foods; banana leaves, for example, and Shiitake mushrooms and Tobiko (fried fish eggs)." So it didn't surprise me to learn that they carry their own satchel of seasonings, sauces and rubs. "I would say," Ray observes, "that our menu is right now about eighty percent decided by Charlie (it was here that I learned that Charlie is a nutritionist by degree and was Judy's teacher in college), and twenty percent our own interpretation."

This assertion is apparent in such things as the marinade on the Broiled New England Lamb Chops with Cranberry Sherry Sauce, and the accompanying saffron rice in Sunday's dinner. Rat and Judy nod together when one of them suggests that they are serving an American menu with Pan Asian influences.

To help the kitchen staff communicate, and to minimize the likelihood of a staff member hustling through the dining room in search of an item in the other car's kitchen, the dining cars are set back to back with kitchen ends connecting. "Judy is in one kitchen and I in the other," Rat says. "That way we can oversee our own specialties while at the same time communicating with each other in such a way as to ensure seamless service to guests in both cars."

Each car seats 40 diners and is staffed by a pearl diver (the one who washes dishes), a *Sous* chef, a chef, two waiters and a bus boy. Sleeping car attendants can fill in as needed.

Mealtime is approaching. Our time together ends with several other timeless laments of dining car cooks. "You have to be ready for anything," Judy says. "When it does," chimes in Rat, "you just roll with the flow." As if to emphasize the point, he moves on sea legs to the kitchen and begins to tie his apron. ⊂

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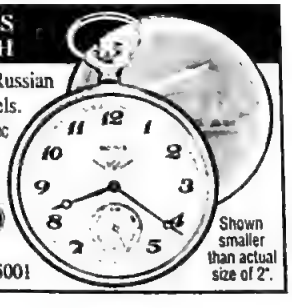

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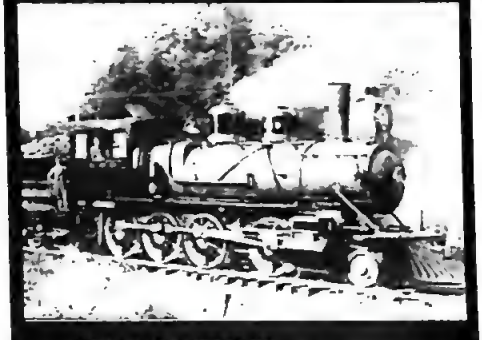

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Transit Currents

St. Louis Studies

The Bi-State Development Agency has much to be proud of. Its initial light rail line has been highly successful with upwards of 40,000 to 45,000 passengers using the service between East St. Louis and Lambert airport on weekdays. In late July of 1995, consultants were engaged to do preliminary engineering on the extension of MetroLink from East St. Louis to Scott Air Force Base. A study for an extension of MetroLink into St. Charles County, Mo., from Lambert Field is also in hand.

Progress is being made on planning and developing the commuter rail services to Pacific Missouri and Crystal City/Festus. The fall of 1998 is the target date for the opening of the commuter line into downtown St. Louis. During the late summer and fall of 1995, many public meetings will be held to get input from the people on how they would like the service to be delivered.

Construction of the extension of light rail into Illinois is expected to get under way in mid-summer of 1998. The Scott Air Force Base terminal at the east end of the line would be reached and the service begun by the year 2002.

A number of other lines are being studied including three options in St. Charles County that would cross the Missouri River. Thanks very much to John M. Chanitz for the information.

San Diego Expansion

The San Diego Trolley line got a bit longer on August 28, 1995, when its east line expansion from El Cajon to Santee opened for revenue service. During the summer, extra motormen were being trained to handle the additional service that will be offered.

In another place, the expansion of the San Diego Trolley from Oldtown to Jack Murphy Stadium in the Mission Valley was approved and ground was broken for the station at the baseball/football stadium. This will be the eastern terminus of the line for a time. Eventually, the trolley line is expected to be extended further east.

The Mission Valley line project is not without controversy. Environmentalists and others are upset about the line being extended along the San Diego River rather than providing service by a different route through the corridor. Thanks to Douglas I. Duncan for the news.

Toronto Cutbacks

In June of 1995, the Conservative party swept into power in the province of Ontario, promising to slash government spending and to eliminate the province's deficit. Richard Oldfield writes that the new government caused a rethinking of many things, including provincial spending on transit projects. The GO Transit board of directors voted to defer expansion of its commuter rail service. The previous provincial government had announced a full seven-days-a-week expansion of GO lakefront train service in September 1995. As summer moved on, the new government officially announced that all previously announced GO Transit expansion plans would be deferred.

Also affected in the cuts were two major Toronto Transit Commission subway projects that were already underway. One was the subway under Sheppard Avenue and the other the Eglinton West line. As of late summer, the Sheppard subway is still a go, but the Eglinton subway has been placed on the list of deferred projects. The new provincial government also announced that it would cut transit funding by 7% in the remaining four months of the fiscal year, which will put the TTC under significant pressure. It is expected that 20% spending cuts will be in effect in the next fiscal year, cuts that will affect every transit system in Ontario.

The Eglinton West project was expected to cost about $740 million and the Sheppard project $945 million, all in Canadian dollars. Because both subway projects had been begun, $260 million has already been spent. Over 1200 people working on the Eglinton subway were laid off. Leaders in the borough of York, through which the Eglinton West subway would be built, were highly disappointed; joining them were local businessmen who saw the subway as a way of relieving congestion and helping their enterprises prosper along that busy thoroughfare.

The cutbacks in aid forced fare increases by the Toronto Transit Commission. Rides will cost 20¢ more starting in early September. The cost of a ticket or token will now be $1.50 Canadian. Again, many thanks to Richard Oldfield.

Pennsylvania Museum Loop

Congratulations are in order to the Pennsylvania Trolley Museum at Arden. Saturday, August 12, 1995, saw a golden spike ceremony celebrating the completion of the Arden loop, which allows single-ended cars to be turned in operation along the two-mile

PLEASE SEND any traction news or correspondence directly to: George M. Smerk, Institute for Urban Transportation, 809 East Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

Route Extensions

line. Scott R. Becker, executive director of the museum, thanked the many who had contributed to the project, including in-kind help from Bell Atlantic, Consolidation Coal Company, Racine Railroad Products, etc. Local electrical contractor John Rozzo was very helpful. State Senator J. Barry Stout was credited with helping secure two legislative initiative grants to the museum to help with the loop and other projects. Something interesting about the loop is that it is not brand new but was originally installed at McKee's Rocks' Fleming Park in 1941. Pittsburgh Railways continued to turn its PCCs there until 1959. The loop was donated to the trolley museum in 1962. The 40.5-foot-radius loop tracks were carefully removed and brought to the museum.

Pittsburgh low-floor car 3756 had the honor of being the first to round the loop in ceremonial fashion. Mr. Becker also noted that the museum has another loop of track in its possession and it will be placed at the eastern end of the line so that there can be continuous running of single-ended cars. Thanks to Jim Cerny for the news.

Getty Museum Line

Reaching the Getty Museum at the Getty Center is going to be an air ride when a new transit line opens in 1997. The line is being built to handle the problem of the unhappiness of local people about the traffic that will be generated by people wishing to go to the Getty Center. The Getty Line trams, as they are called, will be built by Otis Transit Systems, Inc., a subsidiary of Otis Elevator. The technology used is similar to that of the hovercraft. Air blown through circular rubber pads under the trams will lift the vehicles about 1/64th of an inch above the guideway. Steel cables will then move the two trains along the line. The system is about 3/4 of a mile long and has the capability of carrying 1200 passengers per hour in one direction at an average speed of 12 m.p.h. The privately-built system is expected to cost about $12 million. Otis Transit has installed similar trams at Duke University Medical Center in North Carolina and at the Cincinnati/Northern Kentucky International Airport. Thanks to John A. Lee for the information.

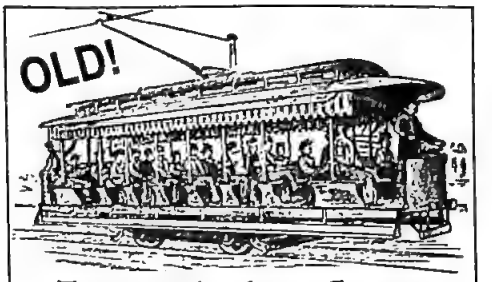
Flashes

Sydney open car 1187 is being used by the **WILLAMETTE SHORE TROLLEY**, which began service on August 11. It's being operated by the Oregon Electric Railway Historical Society (c/o the *Transfer*, 865 D Street NE, Salem, OR 97301).

Charles Bogart sends news that the city of **LOUISVILLE** is seeking funding to convert the former streetcar barn at 1701 W. Muhammad Ali Boulevard into an African American museum and cultural center.

ANDREW GRAHL

MONTREAL'S NEW ELECTRICS for the Deux-Montagnes line entered service on October 26, 1995, as demonstrated by the Bombardier equipment on Train 940 gliding into the Roxboro-Pierrefonds station. The new m.u. cars have replaced the legendary CN boxcabs which were powering commuter trains on the line until their retirement in mid-1995. Also new on the route is a high-voltage a.c. catenary system.



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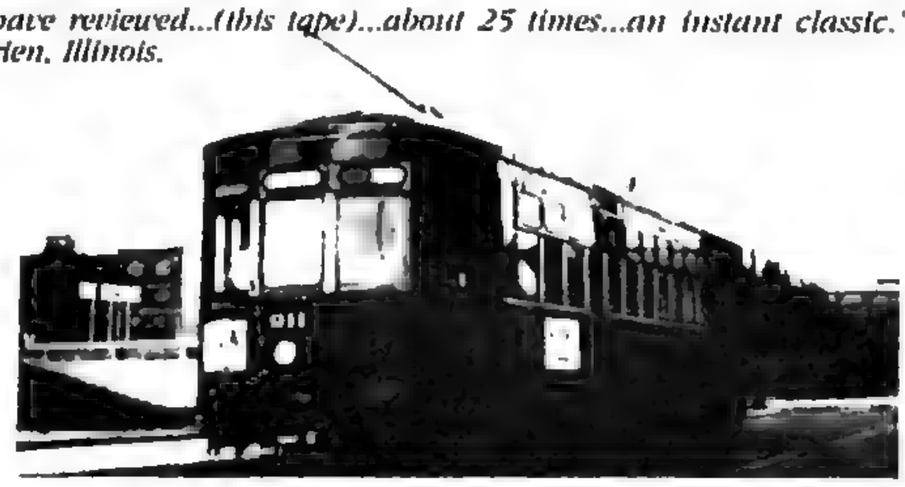

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Utah Ry: The Era of the '45s
Kodaks' new T-Max 3200 Film

November 1988
Garden State in '88
Rocky Clubs 50th
NRHS Night Life
Magma on Monday

December 1988
1522: Mountain Railroading
1522 on the road
Streamliners of Dixie
Mountain Pass Marias

February 1989
Winter steam at Cookshire,VT.
The New York & Lake Erie
Success in South Dakota
Ridin on the Cotton Belt

March 1989
Alberta Bound
Strangers in La Grange
Collins Curve
Return to White Pass

April 1989
Eastbound
Jim Martins' Campaign Trail
Inco Limiteds' Electric Empire
4449 Adopt-A-Branch Special

June 1989
The Seminole Gulf Railway
CP's Maine Line
Railfanning the Seminole Gulf
Its a þKrokþ

July 1989
Remembering the Katy
CP's Maine Line Pt.3
TTX Annual Report
Katy Color

August 1989
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Celebrating L.A. in May
Remembering Katy motive power

September 1989
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The Richmond
Fredericksburg & Potomac
Steam returns to Maine

November 1989
NRHS Convention
Spencer for History
Electro-Motive's FT Celebrates 50 years

December 1989
The Florida West Coast
Railroad men
The diesel that tamed Hoosac
The return of FT103

March 1990
The Aroostock Valley RR
Montana Rail Link Story
Recreating 1955 with 1744

April 1990
The mystery of Jukes Tree
Montana Rail Link Story Pt.2
Steam in name only

May 1990
The Durango Roundhouse fire
Central Western Railway
Hudson Highlands
The þStarþ of the lantern business

June 1990
Chicago & Illinois Midland
The þCanyonþ
In memory of þBKþ
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July 1990
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Cumbres & Toltec Scenic
Photo Line Special
When slides come back

August 1990
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Cotton Belt's KC Connection
TVRM: 3 miles of history
Railfanning around Pittsburgh

September 1990
Steam spirit of St. Louis
Wreck to save lives
Two in the Canyon
Multiple train photography

October 1990
Black ore affair
Front Royal connection
Milwaukee Road West
Meet Mason Cooper & Ed Lynch

November 1990
Steam Era continues
Tennessee Transformation
30 years of UP steam
Tale of a Century 420

December 1990
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Huntdale at Night
Crestline, Ohio
Railfanning China style

January 1991
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The SDP40F Story
Weekend in the Twilight Zone
Red F-units & Yellow SDs

February 1991
þPhotographers Weekendþ
CN's Atherley Swing Bridge
Washago Juncoon
SDP40F, Pt.II

March 1991
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Steam through Patagonia
Crowsnest, Cranbrook & Coal
Velvia & Exposures revisited

April 1991
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Sacramento: 10 Years
Crowsnest, Pt.2

May 1991
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Last run of the Electroliner
Return of the Electroliner
Incoming Spuds

June 1991
Riding the Super Fleet
The Thermal Belt
The þotherþ 2-6-6-4s
Shooting Super Fleet in B&W

July 1991
Firing the Hoosier Hudsons
The Schuylkill Shifter
Plaster City's Alcos
Hi 8 Video Introducoon
Shifter

August 1991
Celebrating Sacramento
Aboard the UP doubleheader
Maine's Quintessential Short Line
Project 2472

September 1991
Bangor & Aroostock
Tracking the Green Machine
Amtrak's Empire Corridor

October 1991
NYC's West Side Freight Line
UP's Kansas Corridor
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☐ May 82	☐ Jan. 88	☐ Mar. 90	☐ Dec. 91	☐ Oct. 93	☐ Oct. 95
☐ July 82	☐ Feb. 88	☐ Apr. 90	☐ Jan. 92	☐ Nov. 93	☐ Nov 95
☐ Sept. 82	☐ Mar. 88	☐ May 90	☐ Feb. 92	☐ Dec. 93	☐ Dec 95
☐ Nov. 82	☐ Apr. 88	☐ June 90	☐ Mar. 92	☐ Jan. 94	☐ Jan 96

KCS FP9 The influence of new Kansas City Southern president Mike Haverty is apparent in the resurrection of an old KCS passenger livery. (It was Haverty who brought back the red and silver Warbonnet during his tenure as president of Santa Fe.) A variation of the paint scheme used on KCS' *Southern Belle* has been applied to the F-units and business cars of the modern KCS executive fleet.

By early November, the first of the locomotives, FP9 KCS-1 (ex-VIA/CN 6512) had been released from Mid-America Car in Kansas City, Missouri (**page 61**). Also painted were F9B KCS-3 (ex-VIA/CN 6616) and FP9A KCS-4 (ex-VIA/CN 6507). Still not on the property as of late November was FP9A KCS-2, also of VIA/CN heritage. Judging by the KCS-1, the diesels are not getting the same elaborate color pattern that had been used on the *Southern Belle*'s E-units but are instead in the simplified scheme used on its passenger cars, with red and yellow striping along the bottom of the otherwise solid black body. (The original *Southern Belle* colors were orange and yellow on dark green, which was later changed to black.) The F-units are also being given names representing key KCS locations; they are, in numeric order, *Meridian, Shreveport, Pittsburg* and *Vicksburg*. Other cosmetic touches evident on KCS-1 include an American flag below the cab windows and the traditional "Kansas City Southern Lines" herald on the nose.

KCS-1 and KCS-2 have already been put to good use. On November 14, they led a train filled with attendees of the National Industrial Transportation League Convention from Grandview to Kansas City. The next day, the pair of F's powered a round trip board of directors special from Kansas City's Knoche Yard to Amsterdam, Missouri. The train consisted of KCS cars *Arthur E. Stillwell* and *Kansas City*, plus three cars from St. Louis Car Company and open platform observation *Sierra Hotel*, complete with a KCS/*Southern Belle* drumhead.

MILWAUKEE 4-8-4 261 WINTER TRIPS Plans are shaping up for a winter spectacular with Milwaukee Road 4-8-4 261 over the long President's Day weekend 1996: February 16-19. The rough itinerary includes a plow train on Friday, where 261 will haul two coaches and push a 1920s wooden plow through any accumulated snow, often a few feet deep by that time of the year. Saturday and Sunday will feature fantrips between Scranton and Tobyhanna — and further east if the line is clear. Monday will feature a photo freight. The entire weekend is being planned for photography, and a night photo session and banquet are being organized. In addition, steam crews from around the country are being invited. R&R and the central Jersey-published *Railpace* Newsmagazine will co-sponsor the night photo session and the photo freight.

Prices are $39.00 for the excursions, $49.00 for the plow trains (limited to 100 riders) and $100 for the photo freight (also limited to 100 riders). All-day cab rides are $1000, and all-day rides in the snow plow are $1000. The night photo session will be $30.00. Contact: Friends of the 261, 2322 Lakepoint Court, Shoreview, MN 55126; 612/858-8859 or 800/261-8804.

THE BRANSON SCENIC TROOP TRAIN For Veteran's Day weekend, the Branson Scenic Railway in Missouri operated a "Troop Train" from Joplin, Missouri, all the way to Branson and back. The 100-mile trip travelled through Carthage via the Webb City Branch (rare mileage) on Friday, November 10, and returned on Sunday, November 12. Passenger stops were made at Joplin, Carthage, Aurora and Crane, Mo. The Troop Train's 158 passengers, all either veterans or widows of veterans, rode free (128 riders purchased weekend tour packages in Branson). The train was donated by the Branson Scenic, and the locomotive was provided free by the host road Missouri & Northern Arkansas. The food on the train was donated by Quality Foods, Golden Corrals Restaurants and Coca-Cola. The trip took roughly five hours in each direction and ran mostly during daylight — LARRY STILES.

TVRM's SOUTHERN 4501 To help fill a void left by the Norfolk Southern Steam Program, the Tennessee Valley Railroad Museum in Chattanooga has been running diesel powered "Dixieland Special" excursions at least monthly over the nearby Chattooga & Chickamauga short line. It was quite a treat on seven weekend days between October 7 and November 4 when the green-boilered Southern 2-8-2 4501 pulled the trips — the first time 4501 has run since the spring of 1994 on NS when bearing failures sidelined the Southern steam star. Each day 4501 ran the entire 40 miles between Rossville and Summerville trouble free (**page 62**). Riders paid $54.00 each, including dinner in the diner.

Repairs to the 4501 for these trips included bearing work plus a new smoke stack and Petticoat pipe. More Dixieland Specials are planned for 1996, including at least one trip between Chattanooga and Kensington on the old Tennessee, Alabama & Georgia (TA&G). Contact TVRM at 423/894-8028.

NEBKOTA RAILROAD This true granger has purchased a former-VIA Rail/Canadian National FP9 booster to accompany its pair of former-VIA FP9 cab units which arrived during the summer of 1994. The new booster is former Canadian National F9B 6612, and it now runs between Nebkota cabs 54 and 55, former VIA/Canadian National FP9 6541 and former VIA FP7 6550/CP 1400, respectively. (NRR dropped the first and last digit from the VIA numbers on the cabs, and the last two digits from the B-unit) The trio run as a proper A-B-A set in Nebkota's striking red-and-silver (**page 61**).

Nebkota Railroad operates the western 55 miles of the C&NW "Cowboy Line" from Merriman west to Chadron, Nebraska, with 26 miles of trackage rights over C&NW/UP from Merriman further west to a BN connection at Crawford, Nebr., via Dakota Junction. Nebkota primarily operates between August and March delivering grain trains to the BN in 26-car blocks. Nebkota hopes to develop off-season traffic.

NEW BRUNSWICK SOUTHERN Power painted and lettered for the New Brunswick Southern began running on its home road (**page 4**) during September 1995. NBSR had been using leased CP Rail power since its January 1995 start-up. Low-nose GP9s 3760, 3764, 3787 and 3788 arrived Saint John, N.B., in solid green paint but without lettering. NBSR applied mustard yellow lettering and stripes during early September. (NBSR also painted and lettered two former CP cabooses in the same colors.) The four are among eight ex-Southern Pacific GP9s rebuilt for NBSR by OmniTrax Equipment of Loveland, Colorado. NBSR also received two high-nose GP9s that are still in the faded paint of the Quebec, North Shore & Labrador Railway. They're numbered 133 and 167 and were reportedly shopped at AMF in Montreal. The pair is expected to be used as trailing units behind the ex-SP Geeps.

The New Brunswick Southern comprises the 125-mile New Brunswick portion of the CP lines east of Sherbrooke, Quebec, which were sold off to Irving Ltd. in January 1995. CP's 105-mile Mattawamkeag Subdivision between Brownville Junction, Maine, and McAdam, N.B., was also sold to Irving and is operated as the Eastern Maine Railroad — BOB BOUDREAU and GEORGE MELVIN.

NO MORE BLADES ON THE "STORMY" James R. Doughty of Tucson, Arizona, who authored the article on Southern Pacific's Happy Valley Helper District in the August 1994 R&R, reports that the lower quadrant semaphore signals which were still in service on the No.2 Track between Vail and Mescal, Arizona, have all been removed. As part of SP's big doubletracking project between Tucson and El Paso (August 1995 RAILNEWS), the semaphores were deactivated during early November when new CTC signalling was placed in operation. Doughty says that by late November the semaphores had been cleared from the property.

While the loss of the semaphores will sadden some railfans, the installation of CTC should open up new photo opportunities on the parallel mains between Vail and Mescal. The faster No.1 Track (once part of the EP&SW main line) had been used primarily for westbounds, and the curvaceous No.2 Track was generally for eastbounds. Now, with bidirectional signalling, traffic on both tracks can be reversed at the dispatcher's discretion. If you still want to see the semaphores in action, they're well documented in a new 90-minute video "The Stormy," which sells for $39.95 plus $4.00 shipping ($5.00 shipping to Canada, $10.00 elsewhere, Cal. res. add 8.25% tax) from Pentrex, P.O. Box 94911, Pasadena, CA 91109.

THE *WEST COAST EXPRESS* Canada's newest commuter rail service began on November 1, 1995, on a 42-mile route between

KYLE BREHM

MRL's NEW DOMES were led west out of Livingston, Mont., and over Bozeman Pass by F45 391 on October 19, 1995. The cars, former Amtrak 9401 and 9402 (nee-NP 552 and 553), were on old home rails as they deadheaded to Bozeman to pick up employees from the MRL annual meeting who were then given a scenic ride over the 5th Subdivision branch line to Whitehall.

L R STILES

THE BRANSON SCENIC TROOP TRAIN was photographed at Aurora, Missouri, on November 10, 1995, while en route to Branson, Mo., with a Veteran's Day special. The Missouri & Northern Arkansas provided GP40 502 to power the 200-mile round trip from Joplin for 158 veterans and widows of veterans.

KCS FP9s KCS-1 and KCS-4 (ex-VIA/CN 6512 and 6507) were in charge of their first revenue business train, shown at Grandview, Missouri, (left) on November 14. The units wear a variation of the scheme once applied to passenger cars of the KCS *Southern Belle*. Another FP9 and an F9B are also part of the KCS business fleet.

JIM ASPLUND

Mission and Vancouver, B.C., on CP Rail System's Cascade Division. Named the *West Coast Express* in a public contest, the service is managed and funded by BC Transit, the provincial government agency that operates the bus systems in British Columbia's cities. Service consists of five trains westbound into Vancouver during the morning rush hour on weekdays, with five return journeys in late afternoon. The trip takes 77 minutes, serving six intermediate stations. The downtown Vancouver terminus at Waterfront station is grafted onto the classic former CPR terminal and provides direct connections to BC Transit's buses, SkyTrain automated rapid transit and the cross-harbor SeaBus.

BC Transit purchased five F59PHIs (dubbed "Luminas" by railfans for their resemblance to the Chevy vans), to power the trains in push-pull mode (**page 4**). Four units, 901-904, were on hand for start-up, with GO Transit F59PH-2 560 standing in until the arrival of the 905. Coaching stock will ultimately consist of 28 Bombardier bilevels, including eight cab cars and coaches offering coffee-and-snack service, cellular phones and outlets for lap-top computers. The livery is purple, white and yellow. Only five *West Coast Express* cars were in operation at start-up (**page 4**); 18 GO Transit bilevels were leased to fill the gap until March 1996.

VIA Rail won the contract to maintain the trains and will supply back-up locomotives from its fleet of F40PH-2s as needed. Train crewing was also open to tender, even though the service operates on CP track. CP was the successful bidder to provide two-man crews, beating out Burlington Northern and Herzog Transit Services. Service began just 18 months after it was announced in May 1994 and involved a capital investment of $117-million (Canadian). This included $65 million in track improvements funded by BC Transit such as installation of 20 miles of CTC signalling between Mission and Coquitlam Yard, numerous 45-m.p.h. crossovers, improvements to 48 grade crossings and overnight storage tracks at Mission. The entire route is now double-track CTC, enabling CP Rail to maintain its busy freight operations into Vancouver's downtown port while commuter service is in operation.

No fares were charged for the first-day operations, which attracted 7000 riders, many of whom were not regular commuters. BC Transit expects 9000-11,000 riders daily when the service matures and will consider mid-day and weekend service eventually if the demand is there.

The operation will be a rail photographer's challenge. Trains run on an east-west alignment, coming "out of the sun" in each direction in good light, while in winter most trains will operate in darkness. Locomotives on all trains face east — IAN SMITH.

EX-NGA E8 6902 On October 22, 1995, the *Broadway Dinner Train*'s newly acquired New Georgia Railroad E8 6902 (nee-NYC 4084, via NJ Transit) made its first daytime revenue run since arriving in Nashville in late September. The rare Sunday trip (**page 61**) saw the 6902 accompanying *Broadway Dinner Train* E8 5764 (ex-MBTA 4264, nee-PRR 5764) for the run on Nashville & Eastern trackage between Nashville and Old Hickory, Tennessee.

The 6902 was purchased at the New Georgia auction on August 24. Its first dinner train outing was on October 11, leading 5764 on a night run to Old Hickory. The *Broadway Dinner Train* management has since decided to keep 6902 as a trailing unit until ditch lights, and perhaps a new airhorn, can be installed. Lettering should be added in the near future — STEVEN D. JOHNSON.

MRL's NEW DOMES The latest acquisition at Montana Rail Link is a pair of vista domes. Amtrak cars 9401 and 9402 (ex-9479 and 9480) just happen to be former Northern Pacific domes (552 and 553, both built in 1954), so they'll be right at home on MRL's ex-NP trackage. On October 19, the domes were used on a company special for attendees of MRL's annual meeting. F45 391 deadheaded the domes west across Bozeman Pass from Livingston to Bozeman.

At Bozeman, employees boarded for a quick trip to Whitehall, Montana, on the 5th Subdivision branch line, using what's left of the old NP route to Butte that once traversed the Rockies at rugged Homestake Pass — KYLE BREHM.

IC BIDDING FOR SP TRACKAGE As a result of shipper concerns regarding competition and, perhaps, the instinct of self preservation, Illinois Central wants to acquire Southern Pacific lines between Memphis and Dallas, Houston and Brownsville (Texas) and Houston and New Orleans. IC management and local shippers feel the UP/SP merger would leave the Gulf region with limited rail competition. UP and SP plan to file a merger proposal with the Interstate Commerce Commission on December 1, 1995.

UP agreed to sell 335 miles of track to the Burlington Northern Santa Fe and share 3800 miles of routes with BNSF along the Gulf Coast. Many chemical, steel, paper and truck shippers believe these arrangements are not sufficient to foster rail competition in the area. If the ICC agrees, the IC has gone on record as willing to enter the area as a major rail operator. At the same time, IC may face competition from Conrail, as Big Blue wants to buy 2500 miles of SP (Cotton Belt) from St. Louis southwest into the Gulf region.

The IC is a major mover of high rated (high tariff) chemical traffic in the Louisiana Delta. Getting direct access to Beaumont and Houston would guard against the erosion of this commodity on the IC. Reaching Brownsville, which is across the Mexican border from Matamoros, would put the IC in a position to participate in the growing NAFTA-generated international freight traffic.

According to UP, the agreement with BNSF for track sales, trackage rights and haulage precludes any sale to the IC. However, enough shippers and local government agencies desire additional competition that black and white IC SD70s may be operating Deep in the Heart of Texas — WALTER A. APPEL.

TEXAS STATE RAILROAD 300 A World War I U.S. Army 2-8-0 is back in steam. Texas State Railroad has completed an extensive rebuilding of Tremont & Gulf 2-8-0 No.28 that took ten years, off and on. Work included a virtually new boiler, plus a new cab — the original was "too wide," according to Blair Lovell in the shops. The bright red boiler jacketing (**page 62**) is intended to match the passenger train and is not authentic to any historic livery. So far, TSRR 300 has run under its own power on a limited basis on shop trackage at Rusk and will undergo further adjustments before a christening at the Texas State Railroad Centennial Celebration scheduled for April 13, 1996. Current plans call for the 300 to replace TSRR 500, former-Santa Fe 4-6-2 1316 (Baldwin 1911), in regular service at the beginning of the 1996 season in mid-March.

Texas State 300 was built by Baldwin in August 1917 as U.S. Army 396, one of 150 such 2-8-0s urgently ordered in July 1917 by the U.S. Government for service in France — based on a 2-8-0 design that Baldwin was building for the British War Office, the first one was delivered only 20 days after Baldwin received the order. Soon, Baldwin was building as many as 300 some months, and by the war's end during November 1918 a total of 1,946 were produced, making them among the most mass produced class of steam locomotives in America. These WWI 2-8-0s were nicknamed "Pershings," after General John J. "Blackjack" Pershing, commander of the American Expeditionary Forces in Europe.

Of the initial 150, all but the last one built were shipped to France, and that one was used at Fort Monroe in Norfolk, Virginia. The Army overhauled it in 1925 and named it *General Pershing*, and it was later one of 100 surplus locomotives donated to the Republic of Korea in 1947. That same year the 369 was sold stateside to S. Bender, who apparently soon resold it to the Tremont & Gulf as their No.28. In 1955 the T&G sold it to the Temple Lumber Company at Pineland, Texas, whose successor Southern Pine Lumber donated it to the State of Texas in 1975.

Texas State 300 is one of only two Pershings in America, the other being the actual *General Pershing* at the National Railway Museum in Green Bay, Wisconsin, a gift from Korean President Rhee in 1959. We wonder if any others still exist overseas.

A BUFFALO & PITTSBURGH SD45 Beginning in November 1995, the Buffalo & Pittsburg started receiving the first of a fleet of eight former-Southern Pacific SD45s, 450-457. Three units, 450, 454 and 456, were on the property at press time in the corporate orange livery of parent Genesee & Wyoming. Just which firm was supplying or rebuilding these units wasn't certain at press time.

The B&P operates 370 miles of track between suburbs of its namesake cities, 255 miles of main and 114 miles of branch lines. Today's B&P is a big part of what was once the Buffalo, Rochester & Pittsburgh, which later merged into the B&O. The eight SD45s join a fleet of more than 20 units, a mix of GP40s, GP38s and GP9s.

BC&G DAY On November 4, 1995, the North Carolina Transportation Museum at the former Southern Railway Spencer Shops held its "BC&G Day" featuring Buffalo Creek & Gauley 2-8-0 No.4 dressed up for the first time in memory in its BC&G appearance (**page 62**). The locomotive, known affectionately as "Old Slobberface" for its wet, saturated exhaust, powered a freight on the museum's trackage with multiple runbys for about 60 people who paid $25.00 each. The consist involved two hoppers, two gondolas and a wooden caboose. Famous BC&G hostler Bobby Caruthers was on hand for the entire weekend and spent much of the time up on the engine doing quite a bit of whistle work. NRHS *Bulletin* staff photographer and R&R contributor Steve Barry was responsible for the BC&G lettering, and mechanic John Barden fabricated a replica numberboard and the headlight. Many photographers travelled more than 500 miles to attend. Due to the intense success, this event may be repeated for the 1996 NRHS Convention based in nearby Charlotte in conjunction with Spencer Shops 100th Anniversary — JIM WRINN.

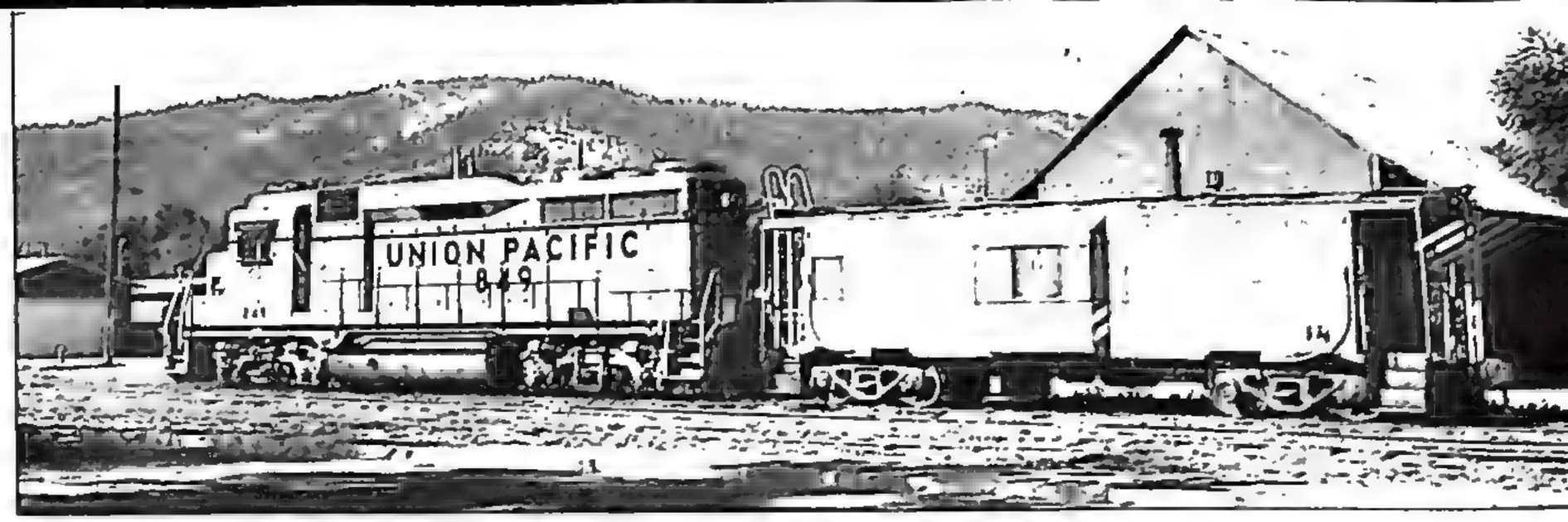
SALEM & HILLSBOROUGH Former-CN MLW RSC14 1754, noteworthy as being one of seven CN RS18s (1751-1757) equipped with A1A trucks for service on Prince Edward Island, has been acquired by tourist line Salem & Hillsborough in New Brunswick. Since abandonments isolated the S&H, the unit moved "on rubber tires." On September 7, 1995, the 1754 was loaded onto a multi-wheeled trailer at CN's Gordon Yard in Moncton, N.B. The cranes and equipment were supplied by J.D. Irving Equipment Ltd. (operators of the New Brunswick Southern). The 1754, nee RS18 3847, replaces S&H RS1 208 (ex-Devco), which was destroyed with parts engine 209 when the S&H shop burned to the ground in September 1994 (January 1995 RAILNEWS). A rare MLW S12, ex-CN 8245, was the only S&H power for a year — CONRAD C. STEEVES.

CHECKING CLEARANCES On November 9, 1995, Wheeling & Lake Erie ran a work extra between Bellevue and Brewster, Ohio, to check clearances in preparation for intermodal traffic to and from a new facility which is being constructed along the W&LE at Navarre, Ohio. The consist involved W&LE GP35 2679, boxcar 503417 (fitted with white poles at both ends as clearance "feelers") and caboose 518581. Along the way, the poles struck at least one overpass, and the crew stopped to measure the bridge's clearance.

In related news, the much-anticipated start of Conrail's double-stack service across central Pennsylvania in early September hit a snag, literally, when the first westbound stacks tore down an overhead power line near Harrisburg. A massive Conrail project which raised clearances through tunnels at the summit of the Alleghenies and elsewhere along the old PRR Middle Division apparently failed to detect the low-hanging wire.

FROM CB&Q TO SUSIE Q Four months after debuting at the Steamtown Grand Opening, Susquehanna E9 2400 finally made an appearance on *true* NYS&W rails when it led fall foliage excursions over scenic Sparta Mountain in northern New Jersey each day during the last two weekends of October 1995. The trips, sponsored jointly by the Tri-State Chapter NRHS and Susquehanna Volunteers Association, were also the first time that *both* Susquehanna E-units ran together in revenue service, as the 2400 (former-BN 9921, nee-CB&Q 9991) was joined by sister E9 2402 (former-BN 9915, nee-CB&Q 9985A), fresh from NRE in Silvis, Illinois. Three of the four excursions were sold out, and the fourth nearly so. A highlight of each run was near the north end of Susquehanna's former Lehigh & Hudson River trackage at Warwick, N.Y., where the train stopped at famous Baird's Farm long enough for riders to sample some of the local apple cider and photograph the classic scene

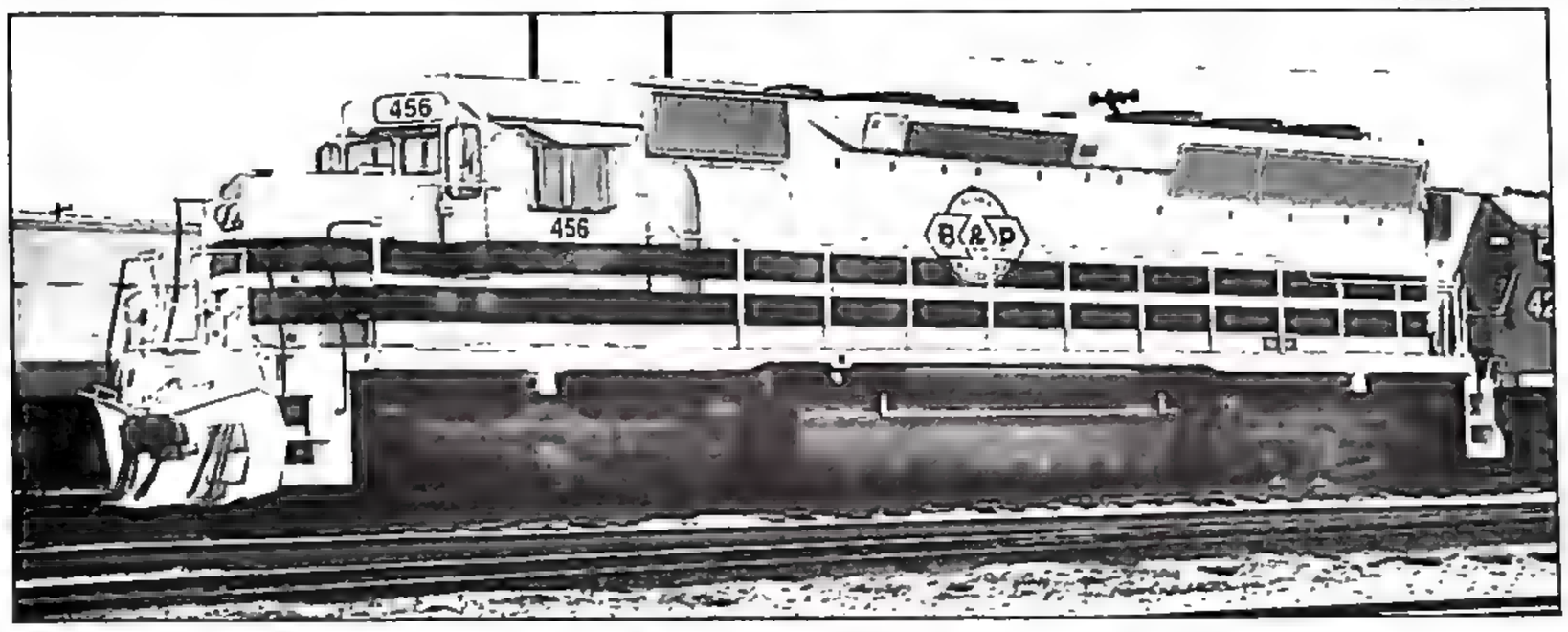
PORTOLA RAILROAD MUSEUM loaned UP GP30 849 and WP caboose 428 to the organizers of "Timberfest," which was held at Loyalton, Calif., (**right**) over the Labor Day weekend. UP moved the equipment at no charge.



GREG JEWERS

BUFFALO & PITTSBURGH SD45 456 was at Willard, Ohio, (**below**) on November 12 in colors of parent Genesee & Wyoming (orange with black stripes and yellow frame). B&P will roster eight of the ex-SP units.

JOHN SOBASZKO



SALEM & HILLSBOROUGH now has ex-CN RSC14 1754, one of seven units that were equipped with A1A trucks for service on Prince Edward Island. On September 7th, it was loaded onto a flatbed tractor trailer at CN's Gordon Yard in Moncton, New Brunswick, (**below left**) for shipment to the S&H. Another rare MLW, ex-CN S12 8245, had been the S&H's only motive power since its shop and equipment were destroyed in a major fire in September 1994.

CHECKING CLEARANCES for a new intermodal service, W&LE GP35 2679 led a boxcar — fitted with white poles — through Clarksfield, Ohio, (**below**) on November 9.

CONRAD STEEVES

CHRIS R. TOTH

of the train with farmer Bill Baird's dairy cows (**page 61**).

To eliminate the time-consuming need to run power around when the train reversed direction, the E9s were coupled to the east end for better photography, and freight units were coupled to the west end. Both sets of power worked in unison on the stiffer grades, with the E's pulling and Geeps or SD's shoving when the 14-car train ran east up the 1% grades out of McAfee, N.J., and up Sparta Mountain. A brief rain squall knocked down many leaves, and the slick rails actually stalled the train on the final Sunday run. A crewman walked ahead of the train pouring sand on the rail, which got the special up and over the top.

The 2400 and 2402 ran elephant-style for good reason. Fresh from Chicago commuter service, the ex-BN units have Head End Power connections at their rear ends *only*, so neither could be coupled with its nose toward the train. NYS&W president Walter Rich says that the cab ends of the E9s will eventually get HEP connectors. Meanwhile, both E9s will normally be kept in Syracuse, N.Y.

THE PORTOLA RAILROAD MUSEUM For this year's annual "Timberfest" in Loyalton, California, the nearby Portola Railroad Museum loaned Union Pacific GP30 849 and Western Pacific bay window caboose 428 to event organizers over Labor Day weekend. Union Pacific donated the time to move the equipment to Loyalton and to spot two log-loaded flatcars owned by the Sierra Pacific Industries lumber mill there. Loyalton is located at the end of UP's 12-mile Loyalton Industrial Spur, a remaining segment of the Boca & Loyalton, a line that predates the Western Pacific in the area. The spur joins the main line at Hawley, six miles east of Portola.

In other Portola news, the museum purchased two of the remaining three Western Pacific GP9s from Helm Leasing. WP 725 and 731 were working until recently on the Iowa Interstate as 300 and 306, and because of their as-built dual control stands and 24RL brakes, they are less supportable in today's environment. Both units are in fine shape and need only paint; Portola is quite happy to get them. WP had a total of eight GP9s (725-732), and only three survive: Portola's two, and the 727, which is "stuffed and mounted" outside the Elko, Nevada, police station.

Also, Union Pacific 737 is now in Portola. The 737 is a 4-4-0 built by Baldwin in 1887, and it is the oldest Union Pacific locomotive extant. The 4-4-0 needs considerable work. It was a low-priority project at Steamtown NHS in Scranton, so when the Nevada State Railroad Museum in Carson offered the locomotive a good home and prompt attention, Steamtown transferred title to them. Portola will cosmetically restore 737 under contract to the Nevada State Museum, and it will be transported to Nevada when finished.

C&O 614 IN STEAM AGAIN Ross Rowland's C&O J3a 4-8-4 614 is back among the living. During November 25-26, 1995, weekend, at New Hope, Pennsylvania, pressure was brought up slowly on Saturday, and eventually the 614 rolled across the yard to pose with New Hope's 2-8-0 No.40. On Sunday 614 powered itself out onto the "Perils of Pauline" trestle for photos. The 614 moved to New Hope during the summer of 1995 where Ross' crews could work on it. With 614 almost completed, Ross has been exploring several possibilities for trips, including a potential visit to Steamtown National Historic Site in Scranton during next summer. Stay tuned.

by Doyle McCormack

After three years of collecting dust and pigeon droppings in the Brooklyn roundhouse and its crew tired of looking at a cold locomotive on a daily basis, Portland's Southern Pacific 4-8-4 4449 was due for some exercise, and her crew was getting the itch to inhale a little steam. Southern Pacific had been tepid to our operations in recent years, and their latest urge to merge meant that it could be quite a while before 4449 might see main line action. But there was another option.

I'd been dealing with the top management of the nearby Willamette & Pacific and Portland & Western short lines with the lease of my "Nickel Plate Road" Alco RSD5 (actually Utah Railway 306), and we approached them with the idea of community relations trips. The W&P/P&W's reception was warm, and we started discussing dates.

I made a trip to Albany, Oregon, and sat down with the manager of motive power and equipment Bruce Carswell to work out a tentative operating plan, which we then presented to the entire management team, including W&P general manager Robert I. Melbo and P&W president and general manager Tony Mogytych (pronounced moe-GIT-ich). The plan was to try and hit as much of the P&W and W&P system as possible for the public relations benefits and to haul whatever freight needed to be moved along the way.

While we did come up with a ten-day itinerary, a lot of what we were going to do couldn't be scheduled to the minute, and we didn't want it to be. We pretty much wanted to roll when needed and when we wanted. Not everything went perfectly or exactly as planned, but we provided immeasurable good will for the host railroad and all had a good time doing it.

JACK WHEELIHAN

WILLAMETTE & PACIFIC HOSTED Southern Pacific 4-8-4 4449 for ten days of public display and freight trains. On October 29, 1995, the 4449 was westbound at Cook, Oregon, with five revenue freight cars and a restored SP caboose, and on October 24th it sailed northbound through the valley near McCoy (**opposite**) en route to McMinnville for the night.

Tender topics and finances

Since these trips were for the benefit of the P&W and W&P, we temporarily painted the tender for both roads: The engineer's side was lettered WILLAMETTE & PACIFIC and the fireman's side was lettered PORTLAND & WESTERN by covering the correct lettering with a wax-like material and simply painting and decaling over the top of the original. We knew that the temporary lettering could be removed with no damage to the original, but we may leave the new lettering on for a while.

One of the reasons the P&W was willing to try these public relations runs was the cost — or lack of it. They covered some of our expenses, the 4449 crews covered the rest with their money and vacation time and the host road crews had to work and be paid anyway. But the big expense was fuel oil. We had acquired a 12,000-gallon tank car some years ago, and we had loaned it to the W&P for them to store their used lube oil from the diesels, which the 4449 can easily burn in good health. Since we hadn't run in three years, our tank car "runneth over," and it provided us with plenty of fuel.

Friday, October 20, 1995

I arrived at the roundhosue early; the sights, sounds and smells of a live steam locomotive were quite a welcome change from the many days of seeing this grand machine cold and lifeless. In only a few minutes I remembered why we do this. Yesterday we had switched both our cars for today's run, and part of the crew had stayed later to make everything ready while others had arrived very early this morning to finish preparations prior to departure.

We started out of Portland with the typical Oregon rain cascading down upon us with just our crew car and sleeper *Bella Vista*, which the railroad had rented for us to use. Our destination was Albany, Oregon, roughly and hour and 45 minute trip via the SP main line, which I often run on my regular job as an SP engineer. But via SP's old Westside Line, now the W&P/P&W, it's an all-day adventure. We meandered out of Portland across the Willamette River, much to the surprise of many of the neighbors, to a little siding at Bryant very near the junction of the Tillamook Line and the Westside Line at Cook. There we picked up seven gons loaded with scrap, 930 tons. Added to the passenger cars, the train was up to about 1130 tons for the assault on Rex Hill. In SP days, trains were limited to about 1000 tons per SD9 on this hill. While picking up the gondolas, we warmed up "Mr. Booster," just in case we needed him.

Westside Story: Ten days with 4449

Daylight 4-8-4 4449 handling freight and guests for the Willamette & Pacific and Portland & Western in October 1995 as told by the man who ran the engine

From here to the foot of Rex Hill, the railroad undulates up and down constantly. Trying to run a short, heavy train at slow sppeds on this kind of railroad can be a real challenge for the engineer and fireman. On minute you have the throttle open pulling a grade, and the next you have to ease off the throttle and use a heavy application of air brakes to come down the other side. A little bit of this goes a long way.

Finally we started the ascent of Rex Hill. From here to the top the track twists and turns up the almost 2% grade, crossing a couple of spectacular curved timber trestles along the way. The combination of wet rails, leaves on the track and flange oilers caused us to "slip down" several times, but we made it to the summit without stalling.

Without the benefit of dynamic brakes and with a high ratio of tons-per-operative-brake, we decided to stop at the summit and set retainers for the descent down the steeper west slope. On the way down, we contacted the Brooklyn Hauler, the regular through freight on this end of the railroad and arranged to meet him at Springbrook, a short siding outside of Newberg. After the Hauler passed, with three orange GP39s, we eased on down to Newberg where we were going to pick up the traffic out of the big Smurfit Newsprint Corporation there. For the switching, we left the two passenger cars on the main and held onto the seven scrap cars to reach in to tie onto 16 loaded boxcars and one empty. This gave us a total of 23 loads and one empty, for about a 3000-ton train. We eased out onto the main and tried to back up to a joint with the two passenger cars. Now we had a problem. Those big 80-inch drivers didn't want to shove 3000 tons up a 1% grade. After several unsuccessful attempts (read, fully stalled) it was decided to get everyone off the train and to roll the two cars down grade to a coupling onto the freight.

With this, some of the W&P officials started to squirm and wonder aloud "if we'd bitten off more than we can chew." I explained that once we got the train moving, we'd havd no futher troubles.

As we'd been making our way west, the weather had been steadily improving, and by the time we left Newberg, the sun was out, creating one of those beautiful fall days in the Willamette Valley.

The trip to McMinnville was a lot more interesting due to the higher track speed and a longer train. We made a brief stop at the Cascade Steel Rolling Mill outside of "Mac" — what the local railroaders call McMinnville — to set out those seven gons of scrap. Cascade Steel is one of the largest shippers on the Westside Line. They get scrap in and ship out reinforcing rods, flat bar and angle iron. We caused quite a bit of excitement as we backed their set-out into the mill with the steam engine.

Once out on the main, we picked up the rest of our train and continued into downtown Mac for a little show-and-tell (spotting the engine for public display) while we had lunch and got more train orders to continue our trip.

South of Mac, between Whiteson and Independence, there is a 20-plus mile stretch of track that hasn't been totally upgraded after many neglected years by the SP, and it is restricted to 10 m.p.h. The next two hours bordered on boring as we leisurely drifted along. The fans loved it, as Highway 99 parallels the track all the way. With the low afternoon sun and the slow pace, it gave them an easy chase and plenty of good photo opportunities. Before leaving Mac, Bruce Carswell had talked to Mr. Melbo, and during the course of this conversation Mr. Melbo asked if we could stop at McCoy to pick up five 100-pound bags of oats for his cows. Well, I said, we're a mixed train anyway, we might as well get into the L.C.L. business, too. McCoy is one of those places that looks like a set from a Western movie — an old grain elevator and a country store make up the entire town. We pulled up and loaded the five

DAVID GOODHEART

About the W&P and the P&W

The W&P and P&W are two railroads in western Oregon that often seem like one. Both are owned by Genesee & Wyoming Industries, based in western New York State. In January 1993, the Willamette & Pacific was formed and assumed operation of 220 miles of trackage, mostly SP's old Westside Line from Newberg, Oregon, south to Monroe, plus branches to Albany, Toledo, Willamina, Dallas and Dawson with trackage rights between Albany and Eugene over SP's main line.

In mid-1995 the Portland & Western was formed, consisting of 114 miles of track; 53 miles each of former SP and Oregon Electric (later BN) rails, plus eight miles of trackage rights in two segments. The P&W lines include the former-SP Westside Line north of Newberg to Willsburg Junction with three miles of trackage rights into Brooklyn, just south of Portland. The P&W also consists of a series of branches from Cook on the Westside Line, north and west via Hillsboro to Stimson-Forestex, Forest Grove and Schefflin, then via BN trackage rights to Banks to access customers around Bowers Junction and to reach the Port of Tillamook Bay short line. Albany, Oregon, is the headquarters for both railroads.

Both P&W and W&P utilize a pool of 24 locomotives, a collection that includes 17 former Santa Fe GP39s (2301-2317), four former-SP SD9s (1851-1854) and three former-SP GP9s (1801-1803). Roughly half the fleet is painted in G&W's orange livery and lettered for the Willamette & Pacific, and GP9 1801 wears a commemorative version of SP's famous black widow livery with W&P lettering. Four SD9s will get the orange paint with Portland & Western lettering; two of these are already painted.

The odd unit in the W&P-P&W fleet is Alco RSD5 324, former Utah Railway 306, which Doyle McCormack purchased in 1993 from the Salt Lake City Chapter NRHS and painted for his favorite railroad, the Nickel Plate (June 1994 R&R) — M.D.

bags of oats into the *Yes, Dear* (a former-UP RPO that is our crew car), whisted off and departed. The crew got a big kick out of this — after all there aren't too many other railroads where the general manager would ask you to pick up feed for his livestock.

At Gerlinger we waited a short time for the Dallas Turn to come in off the Dallas Branch with six more cars for us. We didn't mind, since the engineer George "Wrinkles" Lavacot is one of the regular 4449 crew, and we like to needle him every chance we get. George had two loads and four empties, about 375 tons, behind an SD9 still in SP livery

We made the pick-up and slipped into Independence for a water stop before our assault on Parker Hill. Between Independence and Corvallis Junction lay 19 miles of the best track on the W&P, mostly welded rail with a maximum speed of 40 m.p.h. We had just enough room to get the train up to speed before we started climbing to the top. With this speed range, we took Parker Hill like it was a speed bump, cresting at just under 30 m.p.h. This removed any doubts that the skeptics had that we'd bitten off more then we could chew!

After more than two hours at 10 m.p.h. between Whiteson and Independence, the dash to Corvallis Junction seemed to be over before it began. We swung left at the Junction, and after registering at the register station, proceeded to Albany where we cut the engine off the train and put her to bed for the night.

Saturday, October 21

After the almost twelve-hour Friday, this day was going to be nice and easy. It was the homecoming football game for Oregon State University, and the W&P had invited some sepcial guests to ride the train from Albany to Corvallis to attend the game. The tracks cut through the OSU campus and run right next to the stadium. The consist was a real mixed bag; behind the 4449

ON THE TWISTY BRANCH TO TOLEDO, the 4449 just popped out of Tunnel 24 near Chitwood on October 23, 1995. With no turning facilities on the branch, 4449 ran tender-first westbound so it could attack the heavier eastbound grade head-on. Later, 4449 headed north at Corvallis Junction and passed a large grain elevator at Derry (**opposite**) en route to McMinnville.

MARTIN E. HANSEN

DAVID GOODHEART

was one W&P woodchip hopper painted for OSU and another painted for DARE, the program to help keep kids off drugs. The W&P also has a chip car painted for OSU rival University of Oregon, but they saw no need to have it along today. At Albany, we had added two baggage cars and a business car to the other two passenger cars we had brought with us behind the chip cars.

It was a short twelve-mile trip, and we made a grand entrance onto the OSU campus. We detrained some of the passengers and backed the entire train to Corvallis Junction to turn, then we returned to park adjacent to the stadium and waited for the game to start. Talk about the ultimate tailgate party! Each time OSU scored, we would blow 4449's deep steamboat whistle. Unfortunately, OSU lost to the University of California. After the game, passengers reboarded, and we made a quick trip back to Albany for the night.

Sunday, October 22

This was a show-and-tell day at Albany, the headquarters for the P&W and W&P. The 4449 was hot but simmering, and the Alco RSD5 324 was also out and on display. Doyle's toys were together again; the first time since the 324 was painted in Portland in 1994.

Monday, October 23

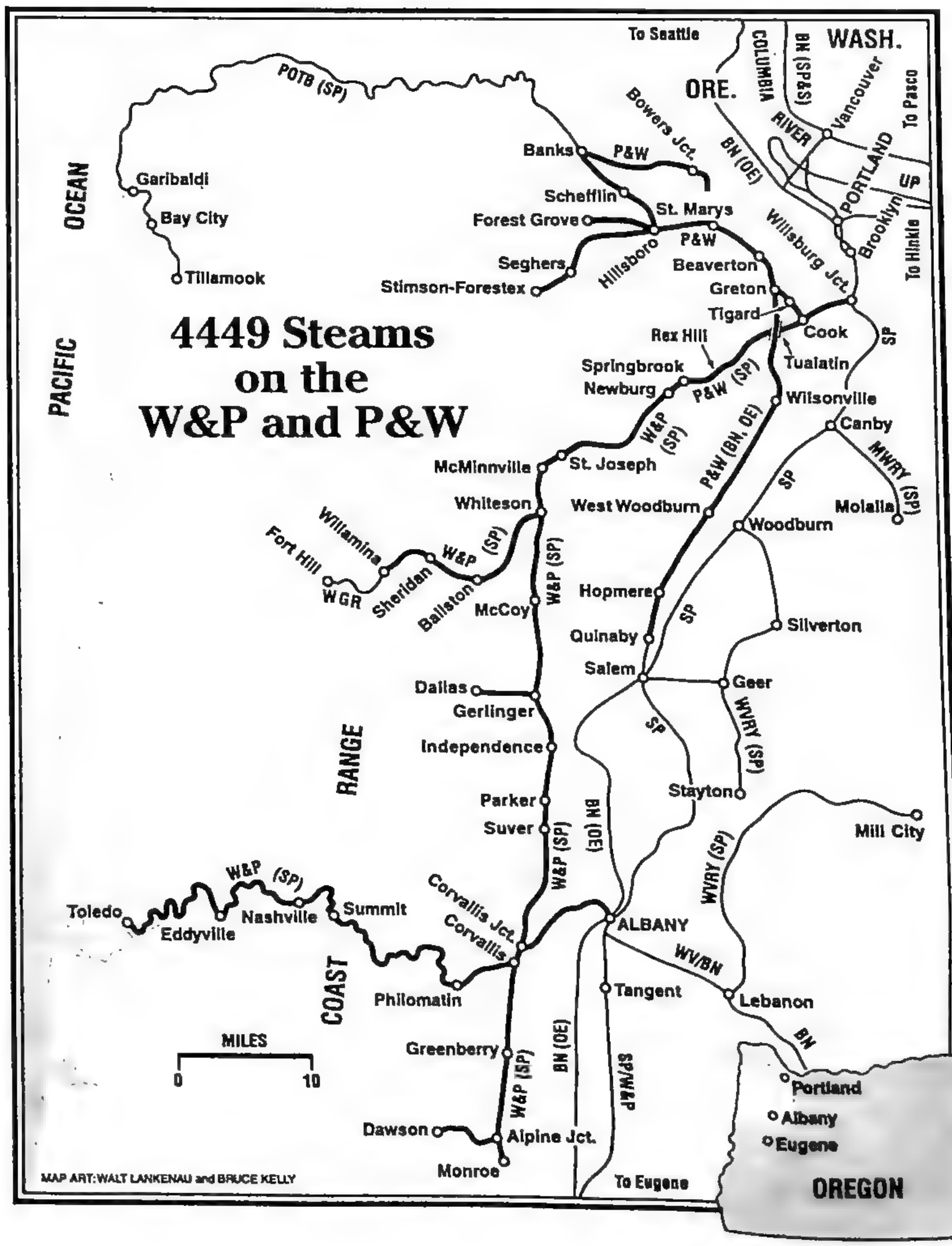
The plan this day was to head over the twisty branch to Toledo for customer relations at the huge Georgia Pacific paper mill, essentially the only customer on that end of the line and the reason the railroad is still used.

Since the heaviest grades were eastbound and there are no turning facilities in Toledo, we decided to make the westbound trip tender-first so we could take the heavier eastbound grade head-on. Today we had just the five passener cars, which placed the nose of the 4449 coupled to the open platform of the privately owned Tuscan red business car *Casper Mountain*. Riders on the platform got their very own great whistle storm.

It was a smooth four-and-a-half-hour trip over this scenic railroad to Toledo. We ran around the train, had lunch, took water and then went on display for the local residents in this land of Lincoln County, Oregon. We tied up there for the night.

Tuesday, October 24

This was yet another rare, brilliant fall day in western Oregon. The W&P invited the Georgia Pacific people to ride with us as far as Eddyville, 20



DAVID GOODHEART

THUNDERING THROUGH TIGARD on October 29, the 4449 was en route to Tualatin with five revenue freight cars for the over-and-under pose there (**page 60**). On Tuesday, October 24, the residents of Independence saw *Daylight* through their living room windows as 4449 walked down street trackage (**opposite**) to allow the fireman easy access to a hydrant for water.

miles by railroad but maybe eight miles as the crow flies. Once there, the GP people boarded a bus for the return to Toledo. We continued eastbound to Corvallis Junction where we would turn north and, eventually, continue all the way to McMinnville.

Climbing the 2% grade to Summit on the Toledo line, we began to loose steam. I looked over, and fireman Jack Wheelihan had the firing valve completely open, yet the stack was clear. Not knowing what was wrong, we used every trick at our disposal to coax the '49 to the top of the hill (it's never a good idea to stop on such an upgrade).

The uphill trip passed through heavily forested areas where the trees are not accustomed to the tremendous exhaust pressures of a steam locomotive, so we stopped at Summit to sweep all the pine needles, pinecones, leaves and branches from the top of the engine and running boards.

On the way down the hill to Corvallis Junction, we had time to think about our oil problem on the uphill side and decided we had a blockage of some sort in the oil line. We stopped at Corvallis Junction, and by using the blowback valve we blew steam into the firebox and then into the tender through the oil lines and managed to clear whatever had been blocking the oil line. We had no further problems.

We headed north from Corvallis to McMinnville where we once again took water at Independence. Back on the lengthy 20-mile stretch of 10 m.p.h., the weather turned ugly again, dumping walls of water upon us. Our five-car train was too big to fit any sidings at McMinnville, so we had to switch the train into two pieces. We would up totally drenched.

Wednesday, October 25

This day was left open, so W&P invited the Smurfit Newsprint Corporation employees to ride the train. We took them from McMinnville over Rex Hill to Cook, where we turned and returned to McMinnville. On the way back, the weather got bad. As planned, we turned the entire train on the wye at St. Joseph and backed the nearly three miles southward into McMinnville — not a fun maneuver from the cab in the horizontally flying rain. There, we did our switching and put everything away for the night. We assumed that our good weather for the week was over, but by the next morning the clouds had broken, and the sunshine returned.

Thursday, October 26

Around noon we left McMinnville with the coaches and headed for Hillsboro, a junction town on the P&W. This required another run up and over Rex Hill, after which we turned left at the Cook wye and headed northward. While most of the W&P traverses the scenic countryside of the western Willamette Valley, the track between Cook and Hillsboro cuts through the heart of Portland's highly commercialized western suburbs. While it is a recently rebuilt railroad, there are numerous major road crossings and congestion. Two of the area's major arteries parallel this section of track, Highway 217 and Tualitin Valley Highway at different locations.

Just a few miles north of Cook we stopped at the small town of Tigard where we picked up about a dozen mixed cars — boxcars, covered hoppers and five passenger cars — which we took north to Hillsboro. There, we switched out the Tigard pick-up, left the passenger cars and then took ten interchange freight cars for the Port of Tillamook Bay short line to a place called Mahan. After delivering the POTB cars, we then we picked up roughly two dozen interchange cars for the P&W. We hauled them to Hillsboro where we switched them out to be picked up by the Brooklyn Hauler that evening. We turned the passenger train at Hillsboro and tied up for a easy night's rest.

Friday, October 27

This was mostly a show-and-tell day for the P&W at Hillsboro. Around 8:00 a.m. we left Hillsboro and ran to Cook with just a privately owned restored SP steel caboose, turned on the wye and headed northward again to St. Marys, (an old BN connection). There, we ran up the branch about a mile to switch the General Motors distribution warehouse and stayed for a while so the GM employees could visit the 4449.

We then went back to Hillsboro to get the rest of our passenger consist, arranged our train to head east and then ran around the train and tip-toed tender first over the POTB to Banks. At Banks, we ran around the train on a siding and, properly oriented, ran up to Bowers Junction where we backed the train about two miles to visit a plastics plant served by the P&W for more show and tell.

To get back to Hillsboro, we reversed the move — tender-first to Banks, then properly oriented back to Hillsboro. We noticed almost a dozen POTB interchange cars for the P&W at Mahon, so we picked those up, and the P&W asked us if we were willing to take these cars to Tigard to meet the Brooklyn Hauler. They didn't have to ask twice, and off we went, freight in tow.

As we were leaving Hillsboro on this unplanned extra move, somebody suggested we check the water level in the tender. Good idea, and crewman Steve Blanchard went back, returning with a long face, reporting that we had only two feet of water in the tender. I calculated that was enough to go to Cook and back. So we left Hillsboro with twelve freight cars and the five passenger cars and set out the freight cars at Tigard for the Brooklyn Hauler.

While setting out the freight cars, Wheelihan noticed the injector wouldn't pick up, but I still wasn't too concerned, as we only had 20 easy miles to Cook and back to Hillsboro. Knowing we were low on water, Wheelihan kept the water level in the boiler higher than normal — that way, if the tender runs dry there's a large margin of safety in stopping the train and sending for water (read, fire trucks, a dry tender's best friend). We turned on the wye at Cook, and once again Steve checked the water. Less than one foot! We left Cook soft peddling our way back to Hillsboro to use a minimum of water. As we passed through Beaverton the well went dry, after which we kept running with a very light throttle while Wheelihan and I started looking for fire hydrants. Wheelihan found one, we stopped and took some water just six miles from Hillsboro. So veteran fireman "Hot Water Wheelihan" (so dubbed because commuting in for service from Chicago, he only shows up when the engine is hot), for the rest of the trip was affectionately known as "No Water Wheelihan." And from that point on, that lonely lineside fire hydrant became known as "Jack's Plug" each time we went by.

Saturday, October 28

This day we wanted to run the old Oregon Electric line south toward Salem, which the P&W operates as far as Quinaby, only about four miles north of Salem. We left Hillsboro, picked up a loaded grain hopper at Tigard (bound for an elevator at Hopmere), then continued south passing under the Westside branch at Tualatin near its namesake river. Hopmere is the southernmost point on the Oregon Electric line where we could run around our train. On the way south, we took time for photo runbys at a scenic spot where the OE crosses the Willamette River at Wilsonville.

At Hopmere, we tried to spot the hopper, but due to track curvature this was not to be. But the elevator was good about it and offered to spot the car with a fork lift, as is often done. After running around our train, we had lunch at a rural deli run by a Korean family, and then ran tender-first north to Greton where we backed the train three miles to Cook, rearranged the train and ran back to Hillsboro to turn everything again and tie up for the night.

Sunday, October 29

This being our final day, we wanted to get everything wrapped up early, and there was freight to be moved. Besides, we wanted to get some photog-raphy accomplished for ourselves. We decided to run two trains so we could arrange the over-and-under photo at the crossing at Tualatin.

The 4449 would take the five freight cars and the SP caboose and proceed to Cook, then move on to the crossing on the Westside branch. P&W's freshly painted SD9 1851 would take the passenger consist and proceed to the crossing via the Oregon Electric line. However, the best laid plans ... .

We got down to St. Marys, and the SP was having signal trouble between St. Marys and Greton (SP dispatches this segment), so we waited for nearly an hour, creating a huge traffic jam on the nearby Tualatin Valley Highway. While we were there, the 1851 and train pulled up behind. We decided it best to combine our trains by coupling 1851 to our train's caboose so we could move through the CTC as one train to Greton where we would split the trains and proceed to the crossing for our photo. It worked pretty well.

When we finished at the over-and-under, we backed up to Cook and met the 1851 at Tigard where we and the diesel did more switching; 1851 took the caboose and some freight cars at Tigard to Hillsboro. The 4449 arranged the freight cars for the Westside Hauler to pick up, with four of the passenger cars on the hind end (which were returning to Albany). The 4449 grabbed our crew car and a single boxcar bound for Brooklyn, and we proceeded northward to set out this car and end our ten-day odyssey.

Wrap up

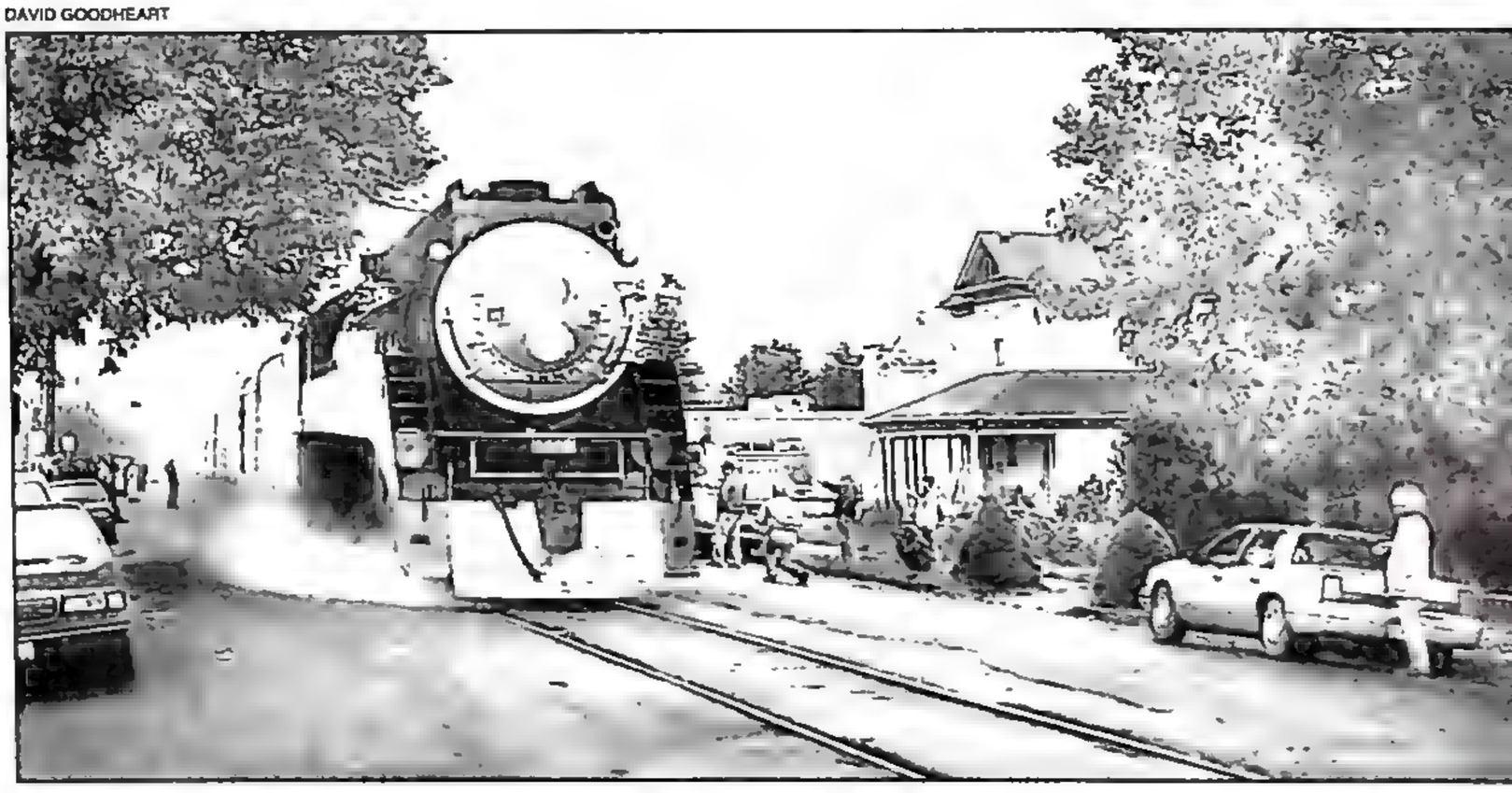
This operation was much different than our usual mile-a-minute excursions. It gave us an opportunity to train some of our newer people without being against a time element or an urgent need to get over the road. Over the ten days we had upwards of 15 crew people join us at various times. Without the pressure of block signals and high speeds on a congested railroad, it allowed us to give other crew people with engineer's licenses a chance to operate the equipment, break in new firemen and teach one of the oldest dogs a new trick ("No Water Wheelihan").

The future

This was fun run and a very successful operation in all aspects. It got the engine a chance a to get out of the roundhouse and also keep the interest in the 4449 crew alive. The P&W and W&P made a lot of friends with their shippers and neighbors, and their

Continued on page 56

DAVID GOODHEART



THE AMERICAN ORIENT EXPRESS:

by James D. Porterfield

Sunday mornings in the center of a great metropolis are always quiet. Today is no exception as a group of tourists enter Washington, D.C.'s grand and sparkling Union Station. The silence is broken momentarily while they pass through the otherwise deserted terminal en route to their train. Hushed murmurs convey that they are suitably impressed by the great structure. They descend to the platform along Track 25 to board an inviting line of passenger cars — gleaming cream and royal blue smooth-sides resting atop a black underframe with gray roofs and gold stripes accentuating the length of the twelve-car consist — and are greeted by formally-attired attendants offering fresh strawberries dipped in chocolate. The congruity of the trainset is broken only when one looks forward to see two growling Amtrak F40s in silver with red, white and blue livery at the head-end.

Once on board, the passengers see their belongings into their compartments, then gather in small groups in the three inviting lounge cars. Everything is in readiness as 10:00 a.m. arrives on this pleasant but rapidly warming August 20, 1995. The maiden voyage of the new *American Orient Express* is scheduled to get underway. When it does, this self-proclaimed "Private Luxury Train," the nation's only privately owned and operated transcontinental train, will cover the greatest distance of any long-haul train in America not operated by Amtrak. For now, however, a conspicuously placed blue light glows its warning that workers are still in harm's way, holding us in place.

The informed watch and others wonder, as, a few minutes later, the blue light flickers out, and the train immediately begins to ease forward, bound for Charlottesville, Virginia, and points west en route to Sacramento, California. We glide under the Capitol lawn and watch the city's landmarks fade to our rear. "For my part," Robert Lewis Stevenson wrote, "I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move." That thought is being echoed in a current American Express ad which quotes Geoffrey Kent, himself an authority on rail tours, saying, "To travel is to fulfill one's fantasies."

But as I reflect on this, my first ride onboard the *American Orient Express*, I find myself wondering more what Lucius Beebe would have to say about this train and its journey. Beebe, in books, magazines and newspapers, did more to glorify first class rail travel than any other writer, except perhaps for what Agatha Christie did in one book alone. Where his beloved "steamcars" were concerned, Beebe did not tolerate slipshod conception or sloppy execution among railroad people (he very publicly quit patronizing one famous train when coaches found their way into the consist). So it is to his *The Trains We Rode* (with Charles Clegg) that I turn in search of comparisons to the *AOE* among the great trains of American rail travel. I can report that such comparisons are appropriate (and generally favorable).

BLOOD LINES ON THE TIMECARD

American railroads have historically concentrated on services to mark the exclusivity of the *Limited* train. Early riders, after all, were people who had a relatively high average income and appeared willing to pay a premium for comfort, speed and luxury when traveling. "Hence," the thinking of railroad managements went, "the faster, more luxurious and expensive the service, the more people would ride our trains instead of our competitor's."

As a result, the emphasis in the best trains was on luxury appoints, high speed and attention to every passenger comfort. The extra fare justified by these considerations took care of separating the high-and-mighty from the hoi polloi and avoided the un-democratic concept of "classes."

In Beebe's heyday, the standard in this practice was set by "the *Century* and the *Chief*," the New York Central's *20th Century Limited* from New York to Chicago (of which Beebe wrote, "a name train whose legend and excellences have exhausted the superlative") and the Santa Fe's *Super Chief* on to Los Angeles. These prestigious trains, while not entirely unique, were widely regarded as the cream of limited train service, offering accommodations, service, amenities and meals in a combination unequalled by other trains. And in these matters the *American Orient Express* can boast the same unparalleled status ("Ah!, but what about speed," you ask. The frequent squawk on the conductor's radio confirmed we maintained the designated "speed, 79 miles-per-hour" limit when appropriate.) But the *AOE* is more, transcending the ordinary concerns of both traveler and railfan. It is also a work of historic preservation, a rail travel "experience" and learned entertainment, facts which separate it from anything Beebe rode.

Consider the trainset. The aforementioned line of cars consist of a baggage/dormitory car followed by three sleepers, the *Monte Carlo* (ex-B&O), *Vienna* and *Berlin* (both ex-UP); a lounge car, the *Bay Point*; two dining "carriages," the *Chicago* and *Zurich*; another lounge car, the *St. Moritz* (all ex-UP); three more sleepers, the *Washington* (ex-C&O), *Istanbul* and *Paris* (both ex-SP), and the lounge/observation car *New York* (ex-NYC). The *New York* was originally placed in service in 1948, while the others took to the rails sometime between 1950 and 1958. Each of these cars enjoyed a previous life assigned to passenger trains running work-a-day schedules. All have since been adaptively restored by Northern Railcar in Milwaukee, Wisconsin, to a new level of splendor. The interiors are a tasteful interpretation of what luxury rail cars would no doubt look like today if dozens of Class I railroads were competing for riders.

The cars are tied together as a unit with dark mahogany walls rubbed to a matte lustre and adorned with delicate marquetry done up in varying shades of lighter wood, reminiscent of an early Pullman tradition. In the sleepers, compartment doors are marked with an inlaid pattern unique to each car. The rooms, too, are treated in mahogany. In my car, the *Washington*, the compartment-width sofa/berth, done in a muted rose-on-rose upholstery, was spacious and suitably firm. A soft paisley-print blind lowered over the window on those rare occasions when I didn't want to see what is passing outside (actually, I lower these on any train trip only in moments calling for modesty, never to block the view). Controls for lighting and climate are conveniently placed and easily understood. A compact dressing area is done up with a rubbed stainless sink and counter with a bay-windowed mirror. A retractable table can serve for cosmetics or comestibles. Each compartment includes a stand-alone bathroom equipped with commode and space to dress.

In *Bay Point* and *St. Moritz*, the zenith of luxury rail travel — parlor/lounge seating, live entertainment, a fully-stocked bar and a congenial bartender — is recreated. The cars are trimmed to just above the windows in mahogany and crowned with a car-length mural of mountains tapering into the ceiling, carpeted in muted blue-green with rose accents and appointed throughout with brass fixtures, lamps and ceiling fans. Cozy over-stuffed love sofas with a patterned fabric and easy chairs upholstered in rose offer soft lines and restful seating. At appointed times Dr. John Swickard, a piano stylist, adds live renditions of entirely appropriate music — songs by George Gershwin and Hoagy Carmichael among them. On a Wednesday, as evening engulfs the train while it hurries across Iowa, the library in *Bay Point* opens, Dr. Swickard applies his skill to the keyboard, ice can be heard clinking in glasses over whispered small talk and one can't help wondering how, in God's name, we ever

gave up this mode of transportation (Beebe once scoffed at those whose inflated sense of self-importance necessitated that they fly).

Bringing up the markers is the historically significant lounge/observation car *New York*, not only "ex-NYC," but ex-1948 version *Twentieth Century Limited*. At the tail end, in an area distinctive for its elevated rear platform and ring of eleven extra-high windows — the New York Central named it the "Lookout Lounge" — one finds a round settee and facing over-stuffed easy chairs, an arrangement which appropriately exploits the design. It was here, while ordinary mortals on the sailing list recuperated from tour activities, that an interesting assortment of railfans, members of the National Trust for Historic Preservation and others interested in trains and history would gather. Here I met a strong advocate of the Rails-to-Trails Conservancy, who waxed on the virtues of participating in the ongoing effort to convert abandoned rail corridors into useable trails for "wheels and heels" (I've since joined). I was surprised when a knowledgeable railfan casually flipped open a small panel along the floorboard and gave an impromptu lesson on how to brake a passenger train backing in to a station and enjoyed sunrises while sipping coffee and reading the day's newspaper.

JAMES D. PORTERFIELD

THE FORMER-NEW YORK CENTRAL obs is ready to depart Washington Union Station on the American Orient Express on August 20, 1995, on a scenic eight-day run Sacramento, California.

THE "ESSENTIAL AMENITIES OF THE GOOD LIFE"

To apply service, the train is staffed throughout by young men experienced in the cruise business. While not career porters (pardon me, "car attendants") and in many cases ignorant of the proud tradition built and maintained by those railroad men (only the best of the best, measured by years of hard work and an unblemished record, staffed the great named trains), they are nonetheless more than adequate substitutes. Decked out in sharply-creased black trousers, starched white waist jackets, wing-collared white shirts and black bow ties, they were prompt and service attentive. Mine made sure, at the pre-arranged time, that a hot shower was running and the shower compartment filled with an embracing steam before calling me to my shower. Adorned in my complimentary terry-cloth robe and tongs, I was appropriately refreshed for my day's activities. Rooms were made into sleeping compartments inconspicuously. Every request was met with a polite and speedy response.

The learned entertainment has two sources. First, the train is accompanied by a host and several volunteer "lecturers" who are specialists in some aspect of the train's route or itinerary. To our good fortune, the train's first run was hosted by Walter Gray, Director of the California State Railroad Museum (Walter will host selected trains in 1996, as well). His formal presentations on "Railroad Preservation," "How the Railroad Works" and "Making Tracks: Building the First Transcontinental Railroad" were augmented by numerous informal conversations he had with all of us in the lounges and over meals. His idle comments provided as many nuggets on America's railroad heritage as his talks. He was assisted on this trip by Dr. James Madison of Indiana University, an authority on Presidents Jefferson and Lincoln; Dr. Theodore Wallin of Syracuse University, a transportation expert who spoke about various aspects of the U.S. transportation System and the place of railroads in it; and others who joined us on special occasions.

The other source of learned entertainment, and the basis for my claim that a run of the *AOE* is a rail-travel "experience," occurs at sites selected for layover and exploration. In 1996, for example, the transcontinental *AOE* (see accompanying sidebar) will run between Los Angeles and Washington (the 1995 runs between Washington and Sacramento will not be repeated in 1996). En route, passengers are invited to take in a number of special sights and events: explore vintage L.A. and old Hollywood; sight see along the South Rim of the Grand Canyon; observe the black cone of volcanic ash at Sunset Crater National Monument; visit Sinagua pueblos at Wuptaki National Monument, tour old Santa Fe and the nearby Anasazi ruins of Pueblo Indians in the 1200s; take in the Alamo and the River Walk in San Antonio; stroll through Jackson Square, the St. Louis Cathedral and the French Quarter in New Orleans before lunching to Dixieland Jazz on a stern-wheeler plying the Mississippi River, and tour Thomas Jefferson's home, Monticello, and the buildings he designed on the University of Virginia Campus in Charlottesville. Similar special events are a part of each run of the *AOE*. On such stop-overs you might be conducted on an informed tour by a knowledgeable local guide or opt for free time to shop or sight-see on your own. Either way, these excursions make your trip more than a coast-to-coast train ride.

In fact, taken together, the equipment, services and experiences make runs of the *AOE* the stuff of historical footnotes. The first transcontinental train in the 125-year history of such trains in

America was the Boston Board of Trade excursion to California in 1877. Like the *AOE*, it carried dignitaries, authorities and those suitably idle and well-enough-to-do to take then-three weeks to travel coast to coast. The *American Orient Express* takes only eight days, from check-in the Saturday night before departure to arrival a week later for a return home Sunday following.

SCHEDULES FOR 1996

TCS Expeditions has announced 15 trips for the *American Orient Express* in 1996, and they fall into two categories. First, a series of six 8-day Great Transcontinental Journeys between Los Angeles and Washington, D.C., commences with a train departing Los Angeles on March 23 and ends with one departing Washington on April 27. The per-person double-occupancy prices announced for these trains range from $4,990 to $7,450 (a "single sleeper" compartment is available for $5,990). These trips include tours of the Grand Canyon and nearby national monuments; Old Santa Fe and the Anasazi ruins; San Antonio and the Alamo; New Orleans, with a Mississippi River cruise, and, in Charlottesville, Virginia, of Thomas Jefferson's home at Monticello and the University of Virginia. Of special interest to railfans are the guided tours of historic restored stations in Los Angeles, Santa Fe and Washington, D.C.

A second group of trips of six, nine or ten days and with various departure dates and sites, focuses on the scenic splendor of the American West and takes in national parks along the way. For example, National Parks of the West runs between Denver and Santa Fe include tours of the Nuni Pueblo and El Morro National Monument; the Grand Canyon, Sunset Crater and Wuptaki National Monument in Arizona; Bryce Canyon and Zion National Parks, Salt Lake City and the Golden Spike National Historic Site in Utah, and Denver, the Rocky Mountain National Park and Estes Park in Colorado. This ten-day tour priced between $3,990 and $6,450, with other shorter trips priced similarly.

Here is the latest 1996 schedule:

March 23-31 Grand Transcontinental Journey, Los Angeles to Washington, D.C.
March 30-April 7 Grand Transcontinental Journey, Washington, D.C. to Los Angeles.
April 6-14 Grand Transcontinental Journey, Los Angeles to Washington, D.C.
April 13-21 Grand Transcontinental Journey, Washington, D.C. to Los Angeles.
April 20-28 Grand Transcontinental Journey, Los Angeles to Washington, D.C.
April 27-May 5 Grand Transcontinental Journey, Washington, D.C. to Los Angeles.
May 5-10 The Great Southwest, Los Angeles to Santa Fe.
May 11-20 National Parks of the West Santa Fe to Denver.
May 19-28 National Parks of the West, Denver to Santa Fe
May 29-June 7 National Parks of the West, Santa fe to Denver
August 6-14 The Great Northwest & Glacier Park, San Francisco to Seattle.
August 14-22 The Great Northwest & Glacier Park, Seattle to San Francisco.
August 28-September 6 National Parks of the West, Denver to Santa Fe.
September 6-15 National Parks of the West, Santa Fe to Denver.
September 29-October 8 National Parks of the West, Denver to Santa Fe.

Over the summer other trains are planned, including charters and positioning moves, for which you might qualify and/or find space available. For complete information on the *American Orient Express* trips listed here, to learn about un-publicized trips or to book your trip, contact TCS Expeditions of Seattle, Washington, at 800/727-7477 or 208/882-7907. NOTE: Prices quoted here are subject to change and do not include travel to and from departure and arrival sites, accident/baggage/cancellation insurance, dinners in the arrival and departure cities, personal expenses such as laundry, telephone and the like; the cash (chit) bar or gratuities to the train staff.

TAKING LEAVE OF BEEBE

It is this schedule that marks the difference between a ride on the *AOE* and a run on any other train from coast to coast. For despite the "sedate and well-appointed" equipment, the superb service, the unforgettable meals (see ON THE MENU elsewhere in this issue) and the satisfaction of learning as you go, one cannot mistake the *American Orient Express* for a re-enactment of even one of Beebe's beloved everyday Limiteds. There are some notable differences.

The absence of a sense of going somewhere, for one. One of the timeless allures of rail travel on a first class train has been the sense that the ride was part of the trip, not just a means to an end. The vacation or business trip began when one stepped on board, not when one arrived at the destination. On the *AOE*, you can never get such a sensation (unless you are one of the truly unique and book a trip on this land cruise as the first leg of a trip elsewhere).

Pulling this extended rail cruise off, for another. Unlike the *Century*, which was under the stewardship of the New York Central between New York's Mott Haven Yard and Chicago's Root Street Yard, the *AOE* is owned by Reiseburo Mittel-Thurgau Bahn, a Swiss company, which in turn grants exclusive operating and marketing rights to TCS Expeditions of Seattle, Washington, which in turn makes arrangements with Amtrak, and through Amtrak with the various freight railroads to move the train.

On the maiden voyage and throughout 1995, CSX provided the route between Washington, D.C., and Chicago; Burlington Northern allowed it on to Denver, and Southern Pacific assigned tracks for the run to Sacramento. The 1996 trains will operate over Santa Fe routes between Los Angeles and El Paso, Southern Pacific between El Paso and New Orleans, and CSX between New Orleans and Washington, D.C. Approximately 95% of the 1996 runs will be over established Amtrak routes, leaving five percent of the route somewhere between Santa Fe and San Antonio to interest mileage accumulators.

Meanwhile, on board the *AOE* is staffed by silent but efficient employees of Amtrak and the respective freight railroad over which it is operating at the moment, by TCS personnel who supervise efforts to keep riders informed and entertained, by car attendants and wait staff recruited from a temporary agency, and, in the kitchens, by the chefs and their hand-picked help. You will not hear echoes of the men of the New York Central crying "the *Century* must get through!" This is a decidedly multi-firm team effort, under the direction — but not entirely under the control — of the TCS people. The absence of one voice, speaking for an omnipotent higher management headquartered a terminal city and worrying by the hour over the train's progress, is occasionally apparent (one long stretch between Cincinnati and Indianapolis under slow orders, for example, would reportedly have gotten some irresponsible miscreant fired if we had, in fact, been the *20th Century Limited*).

A certain suspicion, on the part of the tour organizer, of the place of passenger railroading in the minds of Americans is apparent. This train carries a European name — the *Orient Express* — while an extra-fare long-haul train in America is known to this day as a "Limited." "Express" in America customarily refers to a high-speed run connecting distinct points, while "Limited" reflects the need to reserve space in limited accommodations. So to my way of thinking, the train is misnamed. Elsewhere, the *AOE*'s promotional literature refers to the cars as "great steel carriages," another imported aberration. But don't be concerned. You won't find yourself sitting fact-to-face with strangers in your compartment or have need to step outside the cars onto a running board to move the length of the car. These "carriages" are the stuff of Pullman Standard, ACF and the St. Louis Car Company.

And so, while riding the *AOE* may from time to time make you think the Disney Company has taken over the runs of the *Century* and the *Chief* or that you have inadvertently stepped into a theme park for the rich, the *American Orient Express* deserves your support if you are a railfan, a travel aficionado or both. It is the grandest trainset, covering the greatest distance, offering the premium views and serving the most memorable meals — and it is to be found on tracks right here in the U.S. of A.

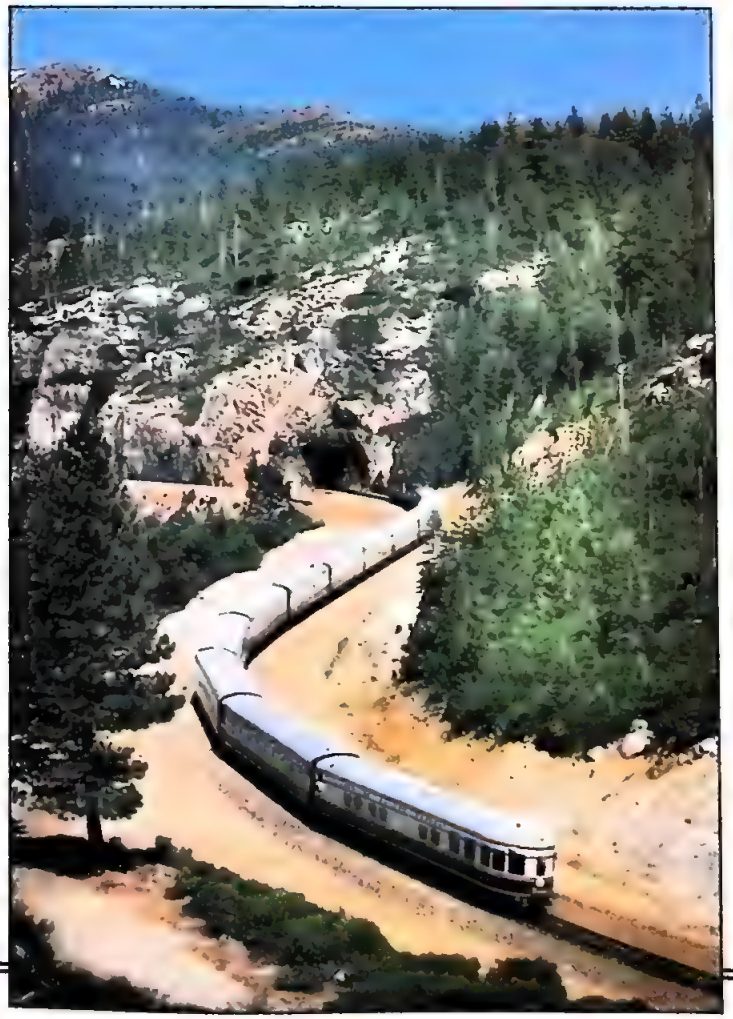
It was Robert Lewis Stevenson, too, who said, "To travel hopefully is a better thing than to arrive." On the whole, the *American Orient Express* provides such "hopefully better" satisfaction for those with a love of trains, with a longing for a return to the grandeur of rail travel in America, with a love of leisurely camaraderie and with an enduring appreciation for America the beautiful. It is, to steal Beebe's observation about the *Century* in its seventh decade, "still a train in the very grand manner."

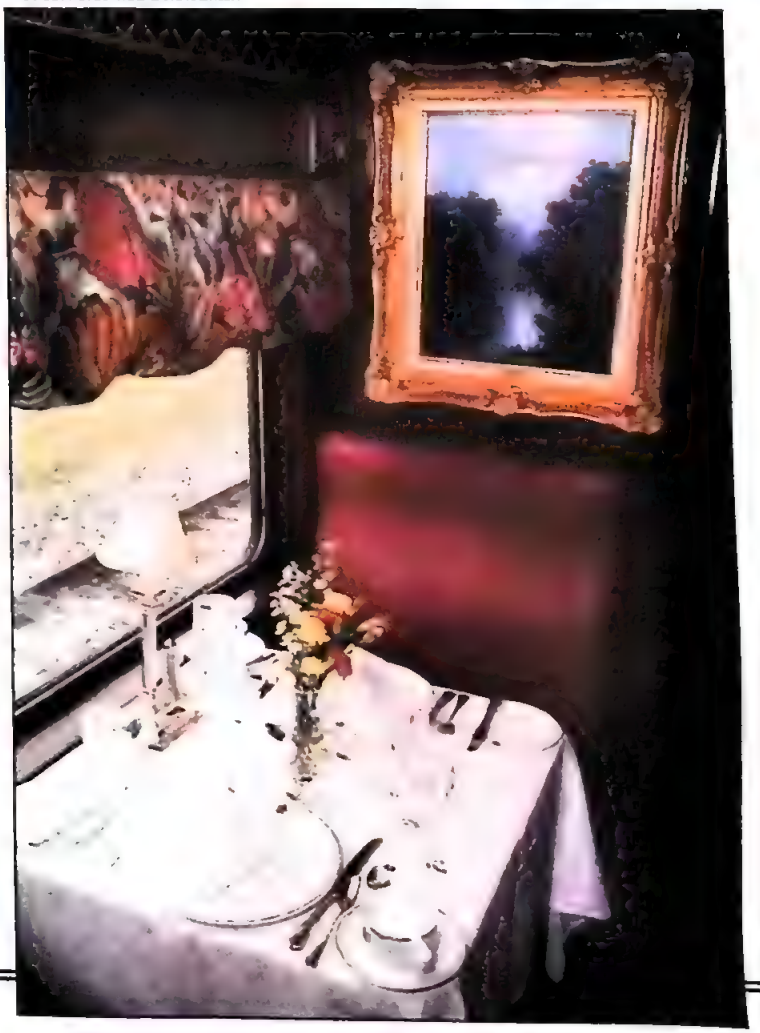
AOE PHOTO: WOLFGANG KAEHLER

THE *AMERICAN ORIENT EXPRESS* was on the Missouri & Northern Arkansas (**above**) at Omaha, Ark., on October 13, 1995, and posed on the wye at the Grand Canyon (**below**) with a Grand Canyon Railway 2-8-0 on September 26, 1995. The *AOE* car interiors are luxurious.

GRAND CANYON RAILWAY: ROBERT FRANZEN

TWO *AOE* PHOTOS: WOLFGANG KAEHLER





EKTACHROME BOB WANNER

The Woodrow Avenue crossing of Conrail's Reading-Harrisburg main line in Sinking Spring, Pennsylvania, has been a favorite railfan spot for years. Surrounded by a cluster of picturesque buildings, the old Reading Company appears to sweep through town on a three-track main line.

It's just an illusion, however, for the south track of that thoroughfare is actually a branch line that swings southwestward about a hundred yards west of the crossing. And beyond that

CONRAIL'S FORMER-READING double-track main line through Sinking Spring, Pa., has the R&C branch as the third track on the south side. A Dash 8-40CW (**above**) had a westbound on the Woodrow Avenue crossing alongside the F.M. Brown's mill in May 1995, where the R&C Local with Geeps fore and aft was heading home (**below**) on August 19, 1995. Back in June 1990, a rebuilt Erie GP7 (**top**) had the R&C Local headed down the branch.

CENTER and BELOW: FUJI VELVIA, JIM BOYD

Conrail's Reading & Columbia Branch

The "Akron Secondary" is not in Ohio

by Bob Wanner

portal of trees the "Akron Secondary" takes on a completely different character as it rambles off in the general direction of Lancaster. The twice-a-week local, often powered by a couple of GP9s, ventures less than twelve miles southward through hills and Pennsylvania Dutch communities on rail that has seen only minimal maintenance in decades. At one time the "Reading & Columbia" branch was a busy piece of the Reading Company with through traffic and lots of local business. In the late 1970s, however, the geography and politics of Conrail rendered the route redundant and dependent on only a handful of customers — one of which was the giant lumber company Weyerhaeuser, which has an important distributing center on the line.

Not surprisingly, in the autumn of 1995, the Akron Secondary was on Conrail's "hit list" for abandonment or disposition.

The Reading & Columbia

The steam-era Reading Company reached northward and westward from Philadelphia like a giant hand across the Pennsylvania countryside. Its main lines were rather short, and branches spread out to serve both the agricultural and coal-mining regions. One of those branch line networks was the Reading & Columbia Railroad, which dated back to 1851. The 40-mile main line between its namesake cities was augmented by an eight-mile branch south to Lancaster (locally pronounced *LANCA*-stir) and a five-mile branch north to Mt. Hope. Long held under stock control, the "R&C" became an operational part of the Reading in 1928 and was merged into the company in 1945.

The R&C was the Reading's opportunity to reach into what was otherwise Pennsylvania Railroad territory. From the late 1950s until Conrail, the R&C was served by daily-except-Sundays-and-holidays Third Class freights 950/951. Number 950 worked east (northward) out of Lancaster in the early evening hours after gathering the day's consist from the Lancaster yard job, as well as the cars brought in by the Lancaster-Lancaster Junction-Columbia local each weekday. Freight 950 usually ran nonstop to "The Springs" (the Reading main at Sinking Spring) and on into Water Station Yard in Reading to make delivery of cars for ongoing connecting trains during the overnight hours. (In the mid-1950s the railroad made major changes in its operations in Reading with construction of the new Blandon Low Grade bypass around the north and west side of town to avoid the steep East Penn grade on the line out of the yard to Allentown. Pike Street Yard, where the old East Penn line struck off, was eliminated, and operations were shifted to the new Spring Street yard office on the southwest side of the complex. Water Station, where the R&C jobs were made up, was the north end of Spring Street Yard.)

A GP38-2 had the R&C Local headed southwest through the community of Montello on October 1, 1995, less than a mile from the main line junction in Sinking Spring. The numerous industries that still line the branch tracks in this immediate area no longer use rail service.

Westbound R&C 951 usually departed Water Station between 11:00 p.m. and midnight to run overnight to Lancaster, making set-outs of cars for Ephrata, Lititz, Manheim and Lancaster Junction. It carried three units, usually RS3s with occasional GP7s or m.u.-capable Baldwin AS16s 551-554. One unit would be set off at Manheim to work the daytime local from Manheim to Lititz and the 5.7-mile "Joint Line" branch to Mt. Hope, where a connection was made with Bethlehem Steel's Cornwall Railroad (the so-called "Joint Line" provided service off the R&C into Lebanon, Pa., via the Cornwall.

Another unit on 951 was set off at Lancaster Junction to be picked up by another unit and crew on the daytime Lancaster-Columbia local. The 951, now down to a single unit, then arrived in Lancaster early in the morning to deliver cars for the Lancaster yard job.

A weekday local out of Water Station in Reading worked daytime as far west as Ephrata, handling all the switching on the east end of the line. In addition to the same units used on the night job, this single-unit day job also sometimes got the Baldwin AS16s that would only m.u. with each other.

The weekday pattern of 950/951 and the daytime local changed on Sunday with a daytime Lancaster to "Springs" turnaround local being run. Cars were set off on a siding at Montello (0.9 miles from Sinking Spring) to be picked up by a short turn out of Water Station. How well I remember a Sunday back in 1952 when this short turn was handled by just-shopped 4-8-4 2113, freshly painted and probably on a shakedown run after work in the Reading shop. Into the Springs she came to take the crossovers to enter the R&C branch in

front of the Sinking Spring train order depot. The big T1 delivered its string of cars destined for Lancaster County to the siding at Montello and there awaited the interchange with the diesel-hauled train from Lancaster.

After setting off the cars destined for Reading, the two RS3s from Lancaster tied onto the head end of the westbound interchange cars, and the 2113 tied onto the rear end of the drag. The 4-8-4 was used as a pusher to assist the train up the 1.3% Vinemont Hill grade out of the Springs. Off they went in a smoky blast of glory — from both the Alcos and the T1 — climbing the hill into Lancaster County. Once over the top, the 2113 returned to Montello to pick up and deliver the Reading cars. This could well have been the last use of steam along the R&C branch.

The Reading operated the R&C by timetable and train orders. Agency stations at Sinking Spring, Denver, Ephrata, Lititz, Manheim, Landisville (PRR Crossing) and Columbia provided operators to issue the necessary train orders. The speed limit from the Springs to Lancaster was 35 m.p.h., with a 25-m.p.h. limit from Lancaster Junction to Columbia.

The steam era

A retired Reading locomotive engineer recalls that during the World War II years the branch was "hopping with business." Class I8, 1500-series hand-fired Camelback 2-8-0s, 1600 and 1900 series I9 end-cab 2-8-0s and 1700-series M1 2-8-2s powered the freights, and 4000-series gas-electric cars (with or without a trailer coach) provided daily passenger service. This motor car consist also covered a Wilmington & Northern branch Coatesville-Reading schedule. On rather numerous occasions this run needed a steam locomotive and coach to fill in because of mechanical breakdowns of the gas cars. Mentioned as steam power on these occasions were such exotics as Class D11 Camelback 4-4-0s or Class L3, L4 or L5 4-6-0 Camelbacks — or rear-cab Class L6 4-6-0 616 with Caprotti valve gear! The south leg of Reading's Outer Station wye was designated as the "R&C Platform" by signs posted inside the 1870s depot. Passenger service along the branch ended in early 1946.

Freight service on the R&C during the steam days was provided by trains RLA-2 and RLA-1, running on basically the same schedule as the later diesel-hauled 950/951. Labeled the "Night Buck" by the crews, these freights were typically assigned the I8 2-8-0 Camelbacks, good for up to 2000 tons per train of 30-40 forty-foot cars over the 35-m.p.h. branch trackage. Also, usually called in those heavy freight days was an "Advance LAR-1" out of Lancaster around 6:15 p.m. that was run nonstop to Sinking Spring in order to place hot westbound cars on the Lebanon Valley Siding to be picked up soon after by Advance CSD-97 (Advance Central States Dispatch-97) or somewhat later by Advance PH-3 (Advance Philadelphia-Harrisburg-3) to Rutherford Yard.

The Lancaster yard and surrounding industrial areas were worked by end-cab switchers, Class B9 0-6-0s or E5 0-8-0s. The smaller Camelback switchers probably also worked the Lancaster yard at one time or another. Weekend trips of the LAR-1 and LAR-2 were used to ferry these yard engines back and forth to the Reading Shops for routine maintenance or shopping. Another locomotive was always sent to Lancaster as a replacement. In later years of lighter traffic volume after the diesels arrived in the 1950s, the road power off the nocturnal 951/950 was used for the daytime Lancaster yard job.

Changes under Conrail

At the time of the Conrail start-up on April 1, 1976, the Reading & Columbia branch was almost immediately severed between Mile 15.5 at Akron and Mile 20.8 at Lititz. Through service was now no longer necessary as Conrail already "occupied" the end points and could initiate local switching service to the remaining segments of the branch. Thus was born the "Akron Secondary Track" of Conrail's Harrisburg Division: 15.5 miles from Sinking Spring to the end of track at Akron, Pennsylvania — a name which would from then on confound outlanders who would expect to find the branch in eastern Ohio.

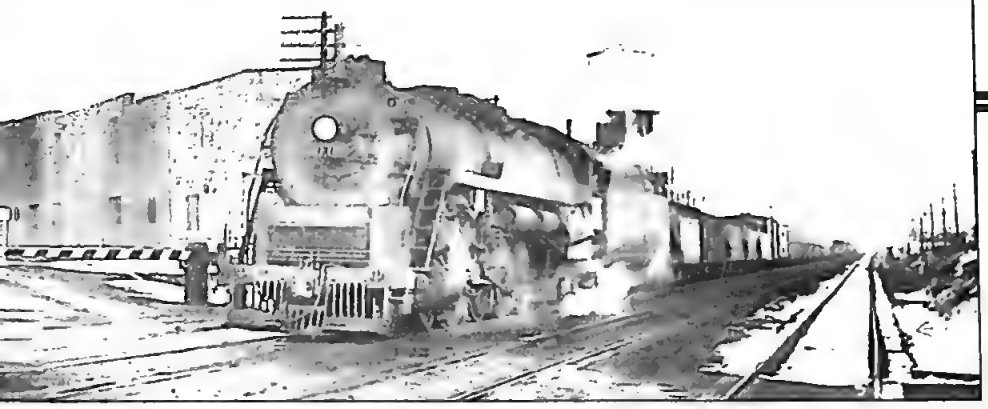
Simultaneously, the western end of the R&C became Conrail's Lititz Secondary Track from CORK interlocking at the Amtrak passenger station in Lancaster to the new end of track at Mile 14.8 in Lititz. In 1983 the 11.3-mile Lancaster Junction to Columbia segment was taken out of service excepting a spur that was to remain within Columbia to serve the Grinnell Foundry located about a mile off Conrail's Enola branch. This spur became the Columbia Division of the Middletown & Hummelstown Railway but has since been abandoned.

Three miles of the middle of the Columbia branch operate today, however, as the Landisville Railroad. The segment from Amtrak's former-PRR Lancaster-Harrisburg main line south to Silver Springs was purchased by Amhearst Industries to maintain service to its freight car rebuilding facility about two miles south of Landisville. One other customer, Snavely Lumber in

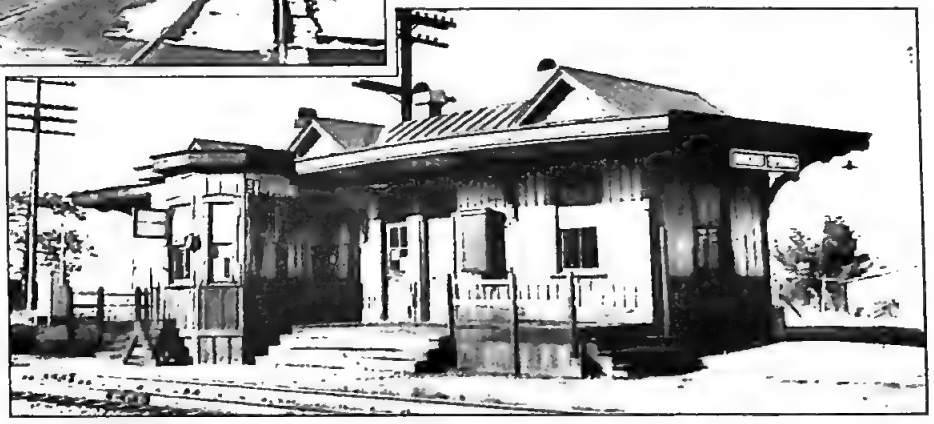
BOB WANNER

BOB WANNER COLLECTION

TYPICAL STEAM POWER on the R&C consisted of 2-8-0s like I8 Camelback 1615 (**above**, at West Milton on October 22, 1939) and end-cab I9 1979, which had the R&C Local from Ephrata arriving at Belt Line Junction (**left**) on October 29, 1952, ready to pull up and back into Water Station at the north end of the Reading yard.



READING 4-8-4 2113 was working a short turn out of Reading in 1952 to meet the Sunday R&C Local at Sinking Spring; it was photographed **(left)** on the main at the Columbia Avenue crossing. The Sinking Spring depot was just west of Woodrow Avenue; it was moved but still survives nearby.



TWO PHOTOS BOB WANNER

Landisville, keeps the LRR a common carrier instead of a private industrial operation. Motive power on the operated-as-needed Landisville includes a 25-ton chain-drive GM, an ex-Army "low profile" GE 44-ton centercab and an ex-Lehigh Valley SW900m, all painted in a colorful livery reminiscent of the Chessie System scheme.

The Akron Secondary

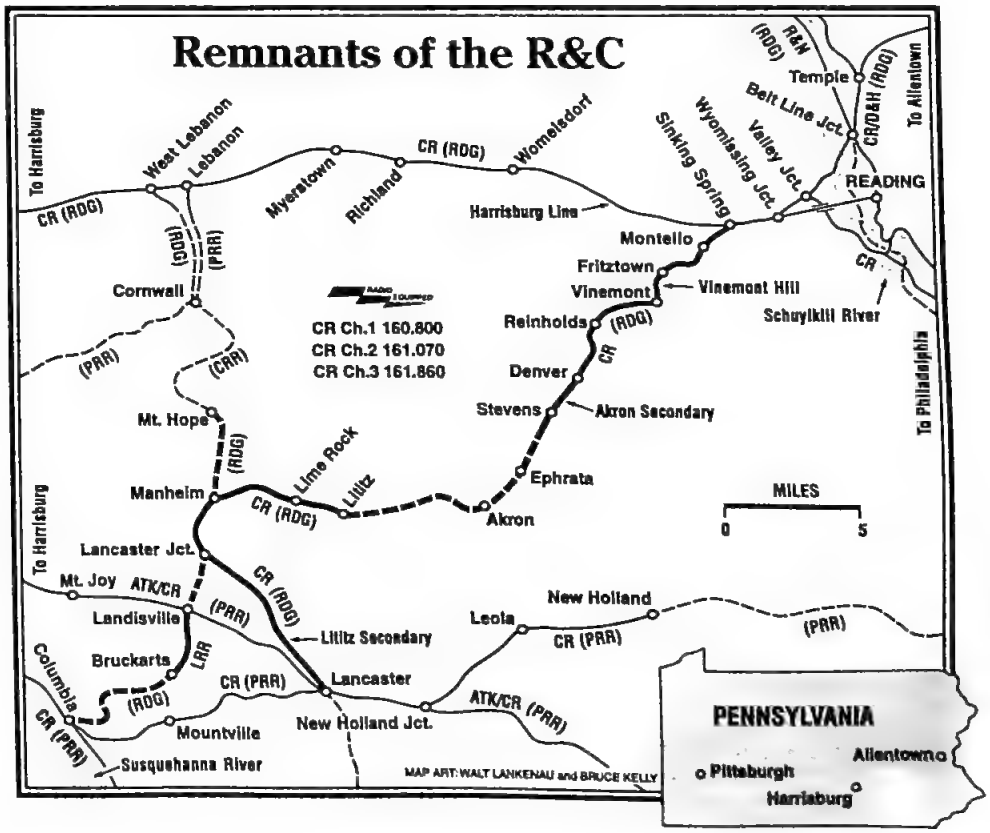
The Akron Secondary name persists to this day in the Conrail Timetable, although the line now ends in Ephrata Township (pronounced *EFF*-rit-uh) about a mile west of Stevens at Mile 12.0. A 3.5-mile segment of track was taken out of service (Akron-Ephrata-Mile 12) in 1985 and subsequently removed in 1988, just after the state paid for a million dollar grade crossing upgrading of Ephrata's Main Street.

A further cutback of a half-mile of trackage occurred on the northern end of the branch at Sinking Spring in 1992 during a welded rail replacement project of Number 2 eastbound main track along the Harrisburg Line which moved the hand-thrown branch switch and derail west to the Columbia Avenue grade crossing. This short segment of removed track had served one of the branch's former customers, the Hofmann Industries Foundry, that has been out of business for over a decade.

Present customers (all receivers, not shippers) located along the Secondary are down to five. In Sinking Spring is the feed mill of F.M. Brown's Sons, located between the Columbia and Woodrow Avenue grade crossings, only 200 feet or so from the branch switch off the main line. F.M. Brown's receives covered hopper loads of various grains from a distributor in Iowa which it then formulates into bird and chicken feed for local distribution by truck. Traffic varies from season to season but usually amounts to one to three carloads per week, somewhat over 100 carloads per year.

F.M. Brown's mill may be the first customer siding after leaving the Harrisburg Line, but because the turnout faces east, it is the last siding served by the Conrail WHR-10 crew upon its return after spending the day down the branch. Thus, the train takes the F.M. Brown's covered hoppers along for most of the ride until its return trip (the cars are usually set off at the Denver east siding while the crew works west to end of track).

There are some beautiful little towns (like Vinemont with its combination general store and depot, now a residence, and Reinholds, with its depot, trackside hotel and stone water tank base) and numerous picturesque line-side scenes, but one must follow the line for nine miles after leaving Sinking Spring to find the next remaining customers. At the first grade crossing in Denver (Pennsylvania, population 1200), a short segment of a formerly longer through siding is used as a team track to serve a Four Seasons Produce warehouse located several miles off line. This company receives mechanical reefers of fruit and produce sporadically,



about twelve to 15 cars a year, probably when the price is right for a large carload purchase.

Just to the west on this siding is the grain processing facility of Gehman Feed Mill, Inc., located in what is definitely downtown Denver. Access to Gehman's is from the west end of the former through siding that extended the length of town. Gehman's receives grain for processing into animal feed, usually one or two cars per week on average, but more in season (winter through spring). The Turkey Hill minimart just south of the downtown crossing is a favorite refreshment spot for the local crew, and numerous nearby restaurants provide variety for the westbound lunch hour stop.

On the south side of Denver is a former customer, the Woolco (F.W. Woolworth Co.) distribution center, which opened up just after the creation of Conrail. A few years ago, however, Woolco gave up on rail service at Denver and now handles everything by truck.

depending on the demand for their products at different times during the year, possibly three times a week. If there are more than five incoming cars for Weyerhaeuser on any given trip, the customer will assign them priority, and the less critical cars will be set out on the siding at the east side of Denver (just below the Pennsylvania Turnpike overpass) to be held for placement on the next run. To simplify switching when they reach the end of track, the cars destined for Weyerhaeuser are then lined up in spot order before departure westward from Denver.

Just four-tenths of a mile west of the Weyerhaeuser spur, at the very end of present track, is another very seasonal customer, an Amerigas terminal that receives large, black tank cars of propane gas during the colder months. The main line stub will hold two cars for unloading, but the weather must be extremely severe for business to be that good. Maybe a dozen cars per year go into Amerigas.

any local crew. There are no double-ended run-around tracks at either end of the railroad, and the F.M. Brown's and Weyerhaeuser spurs face the "wrong way" for convenient switching. Thus on a normal run, two locomotives are used on the local (usually any combination of rebuilt Geeps, EMD switchers or a modern GP38-2). One unit is placed at either end of the train, and the engineer simply moves from one unit to the other to facilitate his switching moves — particularly at Weyerhaeuser, where the switch faces the stub end of the line. At Weyerhaeuser, the east unit is left on the main while the west unit pulls the empties and spots the loads. Then the east unit becomes the lead unit for the return home to Reading.

Some extra crews prefer to keep the units together on the head end for the westbound run and then "drop" the empties by gravity out of the Weyerhaeuser spur while the units hold the main line east of the switch. When it

BOB WANNER

From Denver (Mile 9.4) west another two miles at Mile 11.6, just south of Stevens, is the wholesale distribution center of the Weyerhaeuser Company Wood Products Division just off Garden Spot Road. Weyerhaeuser is definitely the largest customer on the Secondary and the *total* reason for the line's survival into the 1990s — and, interestingly, it is a Conrail-era customer, coming on-line after Big Blue's creation in 1976. Weyerhaeuser receives up to ten carloads or more a week, amounting to 500-600 per year. Their delivery track holds only five cars, so they need a switch at least twice a week — and

The Conrail local

The Akron Secondary is worked by local WHR-10 (Work-Harrisburg Division-Reading-10) with a three man crew out of Reading's Spring Street Yard on a twice-weekly basis, generally Tuesdays and Thursdays. That crew also covers work east of Reading, and often the days of the Akron run are shifted to accommodate their other duties. Not infrequently the WHR-10 crew will give the branch one mid-week switch, and an extra crew will be called to make the run on Saturday or Sunday.

The "R&C," as it is still called at Reading, provides quite a challenge for

works, the drop is an easy move, but if anything goes wrong, undoing the mess can get complicated — thus the preferred policy of splitting the power fore and aft.

The present track, roadbed, ties and virtually every part on the branch are nothing short of atrocious, and the 10-m.p.h. timetable authorized track speed is optimistic. Derailments are not uncommon.

In spite of the rough track, leisurely pace and first generation power, the WHR-10 local is a 1990s operation. In the cab of at least one of the units will be a Conrail "Grid Pad" computer that

THE COMMUNITY OF REINHOLDS is a rural American classic with its hotel facing the tracks and the depot intact in Reading colors. The stone water tank base is still there, but the old coal shed on the west side of the track (**opposite**) burned about a year ago and has since been demolished. On March 27, 1989, Paducah-rebuilt GP10 7579 (originally Pennsy GP9 7121) was westbound on the branch with a caboose on the rear end. On October 1, 1995, a Sunday extra crew had GP38-2 8056 and GP10 7569 (ex-PRR 7118) westbound through Reinholds (**above**) a short while after passing the handsome old house on Shearer's Lane (**below**) just off the highway on Vinemont Hill.

TWO FUJI VELVIA; JIM BOYD

TWO FUJI VELVIA: JIM BOYD

THE WEYERHAEUSER DISTRIBUTION CENTER below Stevens holds five cars in its unloading area (**top**); since it is a trailing point switch and there is no run-around track nearby, the outbound empties are either rolled by gravity out of the spur (**above**) to get the power on the east end, or the locomotives are split up to facilitate the move. The combination depot and general store at Vinemont (**below**) is now a residence; an ex-NYC GP7 and ex-Reading SW900 were westbound in July 1990. Denver, Pennsylvania, is the biggest town on the branch; two ex-PRR rebuilds, GP7 8579 and GP9 7130 (Conrail 5429 and 7567) were switching the Gehman Feed Mill (**opposite top**) on April 12, 1990. The October 1, 1995, job (**opposite bottom**) was about to shove into Gehman's from the west end. At 2:00 a.m. on October 18, 1995, (**opposite center**) a mid-week extra job was switching Gehman's.

can transmit real-time car placement information to the computer center in Pittsburgh and includes a printer that can crank out work orders, operational bulletins and track warrants.

The Lancaster Northern

Unless something drastic happens while this magazine is on press, by the time you read this the Akron Secondary will be history. In its place will be the new Lancaster Northern Railway, reporting marks LANO, owned by John Nolan, who also operates the Bristol Industrial Terminal Railway near Philadelphia and the East Penn Railway on the former-Reading/Conrail Perkiomen branch. As the negotiations were nearing a closing at press time, Mr. Nolan noted that Conrail had been very helpful, cooperative and professional in its efforts to get the line into the hands of a short line operator who can maintain service to its customers.

The Lancaster Northern is expected to begin operation around December 1, 1995, with a GP16 and SW1000 from Nolan's fleet, and they will probably be kept near Weyerhaeuser until a site can be evaluated for construction of an enginehouse. Conrail will retain service to the F.M. Brown's mill, and a run-around track will be installed on the LANO at Sinking Spring.

"We've already got 4000 ties on hand and expect to get to work immediately on the track," notes Nolan. They have already inspected the grade crossings

EKTACHROME: BOB WANNER

EXTACHROME, BOB WANNER

and are working out a plan to improve existing signals and add protection to a few crossings that need it.

The Lancaster Northern (it serves Lancaster *County*) will offer service as often as the customers need it and whenever Conrail delivers inbound cars to Sinking Spring. Both Weyerhaeuser and Gehman are eager to retain rail service and will likely remain solid customers. With any luck, the R&C story is not over yet.

TWO FUJI VELVIA, JIM BOYD

TOP KODACHROME and ABOVE FUJICHROME 100 DAVID GOODHEART

KODACHROME, JOHN E. SHAW, Jr

THE 4449 posed over P&W SD9 1851 at Tualatin on October 29th, and later it crossed a wooden trestle **(below)** at Milwaukie, Ore., north of Cook. The tender was lettered **(left)** for the W&P on the engineer's side and the P&W on the fireman's.

Continued from page 43

management was very pleased with the overall smoothness of the operation. We look forward to visiting them again.

As for 1996, we're hoping to get out on the main line, and we're talking to several entities about trip possibilities. Watch these pages for details.

MIKE DEL VECCHIO

DOYLE McCORMACK seems to bear a striking resemblance to the engineer in the painting on the July 1939 cover of *Railroad* Magazine. What's remarkable is that the painting was published four years before Doyle was born. Compare the cover with Doyle (**above**) talking with reporters at San Luis Obispo in 1989.

Is it a Coincidence?

They say that some of us are destined to be what we'll be, and it appears that this was the case with Doyle McCormack. We all know him as the caretaker and most-often engineer of Southern Pacific *Daylight* GS4 4-8-4 4449; Doyle led the initial restoration of the 4449 for the American Freedom Train in 1975. Before the AFT, he was an engineer on the Nickel Plate Road out of Conneaut, Ohio. Doyle has been involved in numerous steam locomotive restorations, including Nickel Plate 2-8-4 759, Pennsy K4 1361 and others.

What's all this destiny stuff about? Well, one day Doyle called and said, "Someone just showed me the July 1939 cover of RAILROAD Magazine; take a look ...". It was amazing; that cover is an almost exact likeness of Doyle, and the character in the painting is doing was Doyle likes to do best. What's most remarkable is that Doyle was born on July 18, 1943; meaning that the painting was published four years before Doyle was born!

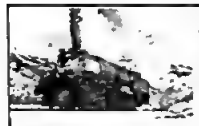
That cover painting is titled "Wheeling the Fruit," by W.C. Merritt who painted several covers for RAILROAD Magazine in the 1930s and '40s. Merritt's artwork captured details of railroad life in the steam era that were impossible to photograph then, and difficult now, even with today's smaller cameras, better lenses and faster film. That July 1939 view looking in an engineer's window is typical of W.C. Merritt's work. Now, a comparison between the artwork and the real Doyle makes one wonder about the painting: What's under that hat? — M.D.

Daylight observations

Larry Cantrall of Newberg, Oregon, called to report on the progress of SP 4-8-4 4449 on the W&P and P&W, featured in this issue. He described following the locomotive on Saturday, October 28, out of Hillsboro and said he had a terrific time. While at Hillsboro, he met an old timer who claimed that the 4449 was the largest steam locomotive to ever visit that area. That would make sense, as photos in *The Southern Pacific in Oregon*, by Ed Austin and Tom Dill (an excellent book, by the way, from Pacific Fast Mail) show only 2-8-0s and Ten Wheelers in the neighborhood of Hillsboro, albeit, often doubleheaded.

Similarly, Doyle McCormack was wondering if any of the GS-class 4-8-4s ran on the Westside Line in regular service, most likely on a detour move.

Larry Cantrall is a firefighter by trade, and he related a story about a fire inspector from a neighboring district who didn't know that 4449 was out and about. Larry recalls that the inspector "... got a little concerned when he saw a big column of smoke in the distance. He tried hard to find the fire, but that column of smoke kept moving." We wonder if that inspector ever found that fire. Having spent ten years as a firefighter, I can understand the fun his fellow firefighters had with that incident — M.D.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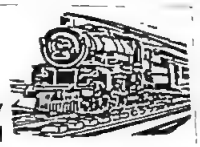
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"No Water Wheelihan?"

As long as there have been firemen on steam locomotives, engineers have been calling them names. Camaraderie and teamwork are a part of getting the job done — in the steam era as it is today — and nicknames often help to break the tension. Since it was a fireman's responsibility to keep track of the water level in the tender and also to operate the water spouts when the engine came up to a crane or a tank, firemen were often called "Low Water ...".

Regular 4449 fireman Jack Wheelihan is a resident of a Chicago, Illinois, suburb, and he has to take vacation time from his diesel work at EMD and fly out to meet the 4449 each time it runs. So, in the finest railroad tradition, the 4449 crew nicknamed Jack "Hot Water Wheelihan," since he generally comes around only when the 4449 is hot and ready to go.

Being qualified on a big oil-burner, Jack occasionally works as a fireman on the Union Pacific steam crew, and he has fired both the 4-6-6-4 3985 and 4-8-4 844. The UP Steam Team's version of Hot Water Wheelihan is "Warm Water Wanda."

Back to the 4449. When Jack's tender went dry returning to Hillsboro, as related in Doyle McCormack's feature article, the 4449 crew immediately created more nicknames, "No Water Wheelihan" being one of them.

Wonder what the UP crew will do with this one? — M.D.

The power of the press release

One of the fun things to watch in the restored steam business is the friendly rivalry between the steam crews. And this had quite an effect on 4-8-4s in the last half of 1995. Milwaukee Road 261 had a great year, primarily with its run from the Twin Cities to the Steamtown Grand Opening in Scranton, and many trips on the Delaware-Lackawanna Railway's county-owned main line since then. Well, 261 spokesman and leader Steve Sandberg since July has been stating in his press releases that the 261 is "... the only operating 4-8-4 in 1995 ...".

Believe it or not, 4449's Doyle McCormack freely admits that Sandberg's "only operating" comments were part of the reason the W&P/P&W trips were run this fall and not next spring, just "to make a liar out of him!" Doyle and Steve really are good friends.

Similarly, Ross Rowland's crews have been working hard at New Hope, Pa., to get C&O J3a 4-8-4 614 (see RAILNEWS) under steam before the spring 1996 planned date, and on the November 25-26 weekend it moved back and forth at New Hope under steam for hundreds of spectators. Ross was quite aware of Sandberg's press release, and he won't deny that it wasn't some inspiration for the Thanksgiving weekend fire- up. Ross and Sandberg are also friends.

What does Steve Sandberg have to say about his words inspiring two separate crews with 4-8-4s? Steve is a businessman trying to run his company at a profit, but his heart is truly with the machinery: "If I could motivate even one more 4-8-4 into operation this year, I've done my job."

Ross is negotiating with Steamtown to bring 614 to Scranton during 1996, and Steve Sandberg hasn't yet finalized 1996 plans enough to know when 261 will leave Steamtown. If the timing is right, maybe Steve and Ross will get to doublehead. But then, which would lead? — M.D.

An O. Winston Link Library?

Winston Link's new book, *The Last Steam Railroad in America*, is out (see RAILROADIANA), and it is one of the great works from within our hobby ($49.95 list, available in book stores). A few weeks ago I called Winston to congratulate him and to apologize for not getting to his exhibitions in New York, which happened to fall on a magazine deadline. He was quite understanding and said that the Robert Mann Gallery was very well attended.

We talked for quite a while, and during

Railfanning is:

Really beginning to like Conrail just in time to have to start worrying about it turning into Norfolk Southern or CSX or both.

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that time he mentioned a rail history group that wanted to name a library for him. He was flattered by the request but declined for personal reasons. "And besides," he said, "why name a library after me? I haven't read a book in 40 years!" — M.D.

Akron Folk lore

The story of the Akron Secondary can be tied directly to my partner in the Historical Diving Society, Jim Folk. He is manager of the Scuba Venture Dive Center in Sinking Spring, Pennsylvania, and his home is a couple of miles south of town just outside of Reinholds. En route to and from Jim's house, I would often see the beat-up branch line that seemed to be rambling off to nowhere — I didn't know when or even if it ran, but it was surely intriguing.

One day Jim went to his post office box at Sinking Spring and got a notice that there was a parcel too big for the box. It was a diving videotape I'd sent him from the office with a Carstens return address label. The counter clerk at the post office asked Jim, "Are you a railfan?"

Somewhat startled by the question, he replied, "No, why?"

"Well, isn't that box from Jim Boyd at Carstens Publications?"

"Yeah."

"And you're not a railfan?" came the somewhat puzzled reply.

"Oh, no," Jim suddenly caught on. "Boyd and I dive together, but I'm no railfan."

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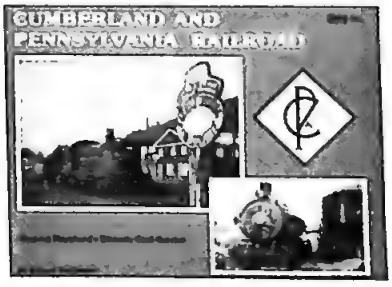

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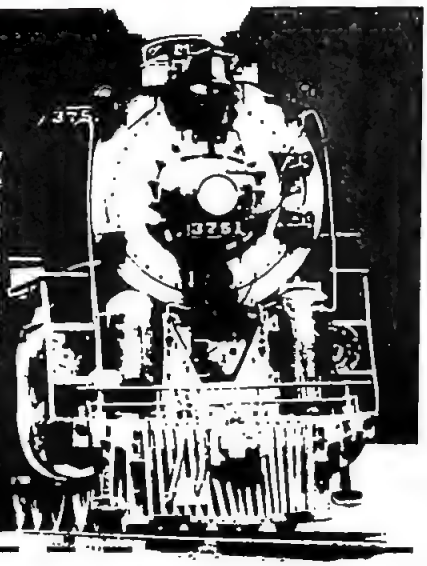

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A week or so later I told the story about the railfan post office clerk at the Jersey Central NRHS post-meeting diner session. Tom Nemeth of *Railpace* said that clerk was one of his contributors, Bob Wanner, who had authored a guide to Reading (February '88 *Railpace*) and a story on the R&C branch (February '89).

I looked up the R&C article and began to plot my chase, even though its operating schedule was unreliable. I caught the branch job by chance returning to the main line at Sinking Spring on a couple of weekend days in August (**page 52**) and September and then lucked out on Sunday, October 1. I was going to spend the sunny summer-like day shooting Conrail action around Lebanon Valley Junction when I learned that there was an extra crew called to work the R&C branch. About an hour before the call time I was at the junction when another railfan showed up: Bob Wanner. He offered to chase the line with me and turned out to be the best "native guide" one could imagine. It was quite a social affair that day; R&R author John Roy (Providence & Worcester, November 1992) had also shown up at the junction with a couple of friends from Connecticut and joined us in the chase of the branch. The article in this issue was the result of that day's photography and the opportunity I had to talk to Bob about writing it for me.

And thanks again to Jim Folk for telling me about the railfan clerk at the Sinking Spring post office.

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KODACHROME: KEN CHURCH

NEBKOTA RAILWAY now has a full A-B-A set of F-units. F9B 66 went into service on October 16, 1995, when it helped NEBK FP9A's 54 and 55 pick up cars from the BN interchange at Crawford, Nebraska. See RAILNEWS.

Railnews

KODACHROME: JOHN C. BENSON

KCS FP9 KCS-1, *Meridian*, was at Kansas City, Mo., on November 4 in an adaptation of the old *Southern Belle* passenger train livery. See RAILNEWS.

EX-NGA E8 6902 made its first daytime revenue run on the *Broadway Dinner Train* on October 22, as seen on the wye **(below)** at Old Hickory, Tennessee. See RAILNEWS.

KODACHROME: STEVEN D. JOHNSON

FROM CB&Q TO SUSIE Q, the pair of ex-Burlington E9s owned by the Susquehanna powered fall foliage trips during October. A highlight was the Baird Farm near Warwick, N.Y., where the 2400 and 2402 **(below)** posed among the cows. See RAILNEWS.

FUJI VELVIA: TRI-STATE CHAPTER NRHS and SUSQUEHANNA VOLUNTEER ASSOCIATION

KODACHROME: STEVE BARRY

EKTACHROME 200: DAVID M. SEE

BC&G DAY at the Spencer Shops on November 4, 1995, saw 2-8-0 No.4 dressed up in its Buffalo Creek & Gauley appearance to power a photo freight. No.4 may be doing it again for the NRHS convention in 1996. See RAILNEWS.

Railnews

SOUTHERN 2-8-2 4501 steamed with the "Dixieland Special" from Chattanooga, Tennessee, to Summerville, Georgia, on October 22. It was recorded (**below**) near Rossville, Ga. See RAILNEWS.

TEXAS STATE RAILROAD 300 was outside the TSRR shops in Rusk on October 14 after an extensive rebuild which included a brand new boiler and cab. The WWI-era "Pershing" 2-8-0 is scheduled for a christening on April 13, 1996, and is expected to replace former Santa Fe 4-6-2 500 as TSRR's regular excursion power starting with the 1996 season. See RAILNEWS.

COLOR PRINT: MARTIN E. HANSEN

KODACHROME: MIKE BIEHN

A SURPRISE MEET during the 3800 miles of Pacific Northwest trips powered UP's Challenger and E9s (see last month's RAILNEWS) occurred on September 30, when the E-units, traveling south on the Oregon Trunk to Bend, found Mount Emily Lumber Co. No.1 waiting at Prineville Junction. After the meet, the UP special continued to Bend while the 90-ton Shay ran the wye and coupled onto the City of Prineville Railway's dinner train.

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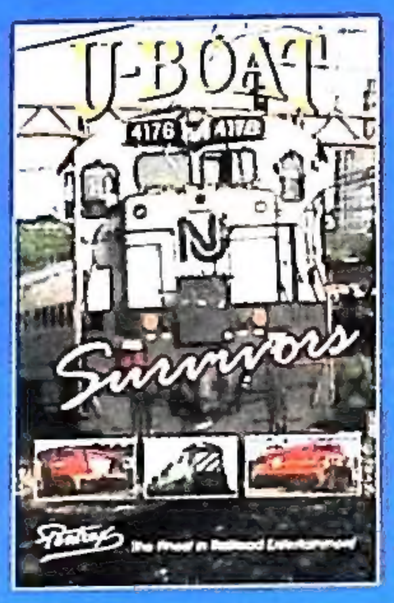

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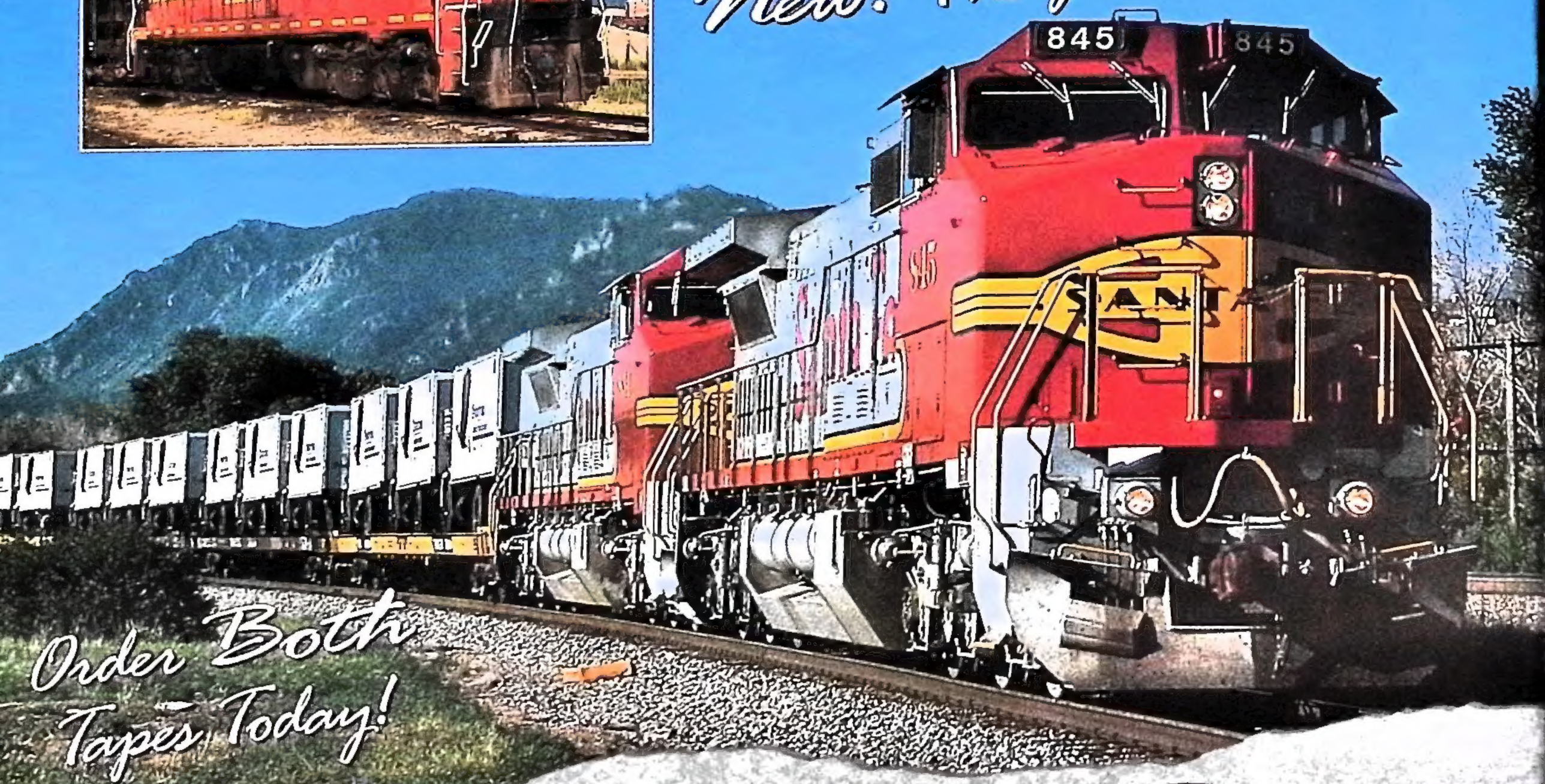

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